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AT HOME ON THE RAILROAD

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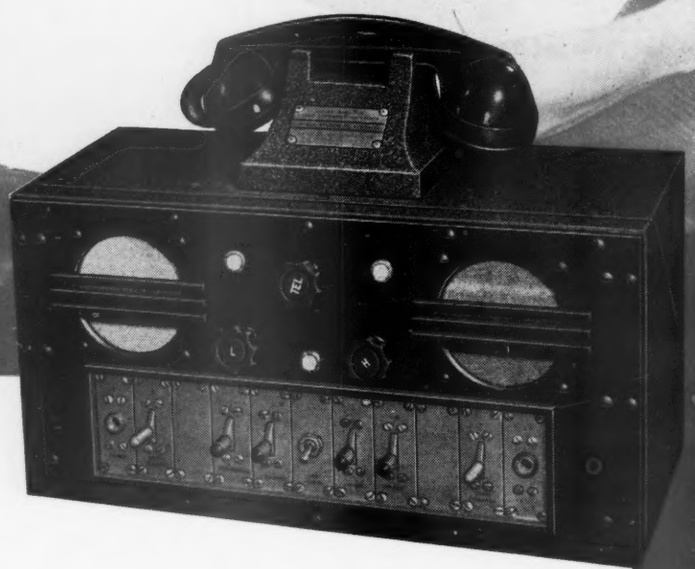
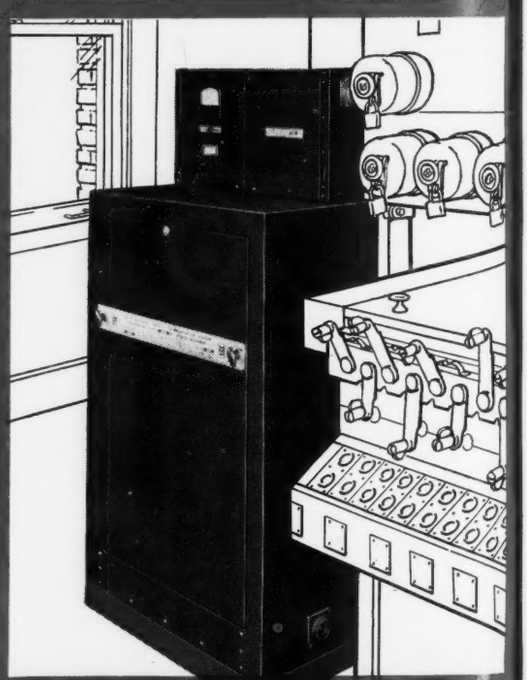


Wayside apparatus includes means for connecting recording apparatus.



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WEEK AT A GLANCE

ASSURANCE OF SERVICE: Speaking at the F.R.P. dinner in Washington, E. F. Lacey, executive secretary of the National Industrial Traffic League, suggested that the railroads give "assurance to shippers of possible improvements in service and equipment" (page 31). Five days later, in New York, as one of our News stories reports, it was announced that seven railroads in all parts of the country were ready to lease, as fast as they can be built, several hundred of the new General American-Evans "Damage-Free" box cars. Such a cordial reception for this advanced type of equipment should constitute, we think, positive assurance to shippers of the railroads' very real desire to provide the best possible equipment—and service to go with it—as fast as such equipment, and necessary funds to finance it, can be made available. The process, incidentally, might be considerably speeded up if Congress and other government agencies would take some of the obviously fair and necessary steps which have long been advocated to give the railroads a chance to improve their own financial position.

IN THE NEWS SPOTLIGHT: Six RDC-1's for Pennsylvania-Reading Seashore Lines.—"Silverliners" for the North Shore.—Ton-mile output per wage dollar down 42.6 per cent from 1939, according to latest issue of I.C.C. bureau's "Monthly Comment."—Edwards leaves I.C.C.—Commission hears government testimony in four more reparations cases.—Senate blocks Truman plan to revamp I.C.C.—Faricy tells Senate subcommittee railroads are ready for emergency.—Programs for meetings of Superintendents' Association and A.A.R. Purchases and Stores Division and Freight Station Section.

WHERE THE RESPONSIBILITY LIES: When it comes to transportation the public and even the politicians are pretty apt to accept what is said by those who profess to know about it. And so the blame for the present deplorable transportation mess, our leading editorial points out, must rest largely with what has been said and written by those who have a selfish interest in confusing issues and creating chaos.

F.R.P.: The New York, New Haven & Hartford, the president of the American Railway Car Institute, a staff writer for the Chicago Journal of Commerce and a New York Central stationmaster were the recipients of annual or special awards from the Federation for Railway Progress at its third annual dinner, held in Washington on May 18. A picture story of the dinner, which was highlighted by addresses by Senator Edwin C. Johnson, E. F. Lacey and T. C. Carroll, appears on pages 30 and 31.

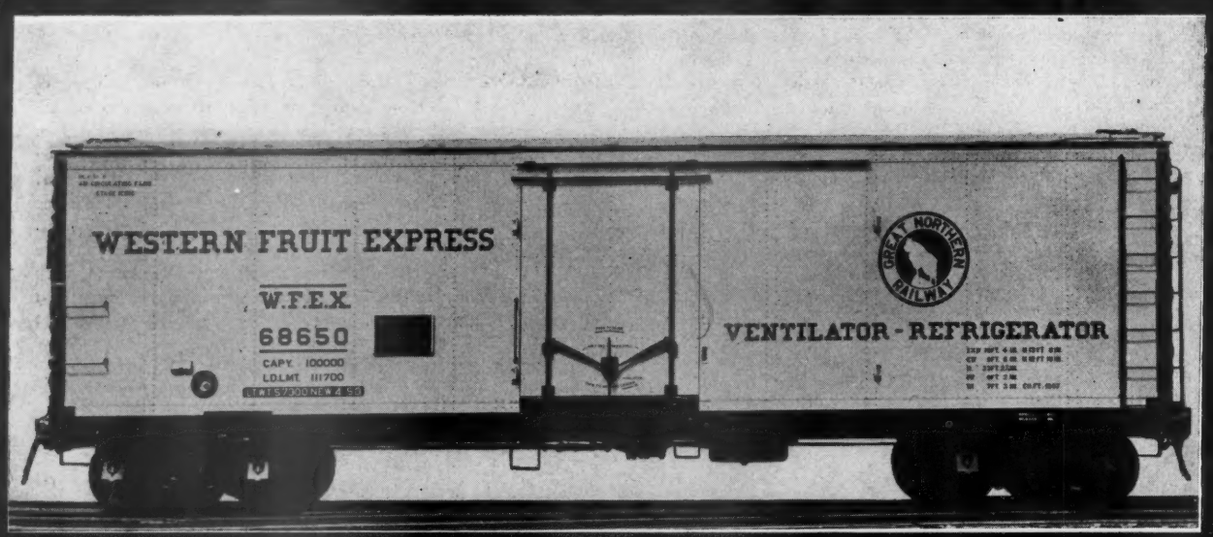
FASTER, CHEAPER CLASSIFICATION: To classify more cars per hour at lower cost, to maintain that faster rate so long as cars are on hand for classification, and to perform some switching formerly done less economically elsewhere, the Southern Pacific has spent $2,500,000 to reconstruct and modernize its Taylor yard at Los Angeles. The work included construction of a new hump; regrouping of yard tracks, and installation of power switches, retarders, floodlights, car inspection facilities, and modern communications, including radio, loud-speakers and printing Teletypes. The whole project is described, with pictures and diagrams, starting on page 32.

DIESEL DOPE: How many Diesel locomotive units in service on the X.Y.Z.? How many 1,000-hp. units in service on all Class I roads? How many 1,500's? The answers to these, and many other possible questions about use of Diesel motive power, are given on pages 39 and 40, in a special tabulation by *Railway Age* of Diesel locomotives in service as of December 31, 1949. The figures, of course, are increasing all the time; some 800 additional Diesel units have been ordered since the effective date of our compilation, with 72 more added just this week to the rapidly growing list of orders—34 for the B. & O., 24 for the B. & M. and 14 for the B. & L. E.

N.P. DIESELIZES GAS-ELECTRIC MOTOR CAR: Substitution by the Northern Pacific of a 275-hp. Caterpillar Diesel engine for an existing gasoline engine in a rail-car—first of a series of such conversions—is briefly described on page 37.

ON THE LABOR FRONT: The firemen's strike is over, but labor news continues to hold a prominent place in the railroad scene. Necessarily, therefore, such news, in one form or another, occupies an equally prominent place in this issue. A feature article on page 41 analyzes and interprets the agreement which brought the firemen's strike to an end, while that strike is also the subject of an editorial on page 24. The news section includes a report on the threatened switchmen's strike against a number of western roads; postponement of an operating brotherhood strike against the N.Y.C. east of Buffalo; settlement of a trainmen's dispute on the C. & I. M.; a Pullman shop strike; and further testimony on two labor bills presently pending in Congress—the "union shop" bill and the Donnell bill to outlaw railroad strikes. In view of the prevailing unrest, and of the brothers' very evident disposition to accept only such awards as they happen to like, it seems increasingly clear that the "model" Railway Labor Act needs a major overhauling.

B. & O. BRIDGE JOB: Successful completion of a combination bridge renewal and line relocation project has enabled the Baltimore & Ohio to increase train-loads and eliminate "doubling" on Indiana's Mitchell hill—ruling grade on the B.&O.'s Cincinnati-St. Louis line. Why the work was undertaken, and how it was done, are told by Bridge Engineer C. E. Sloan in an illustrated article on page 26.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THE PUBLIC AND THE POLITICIANS ARE NOT TO BLAME FOR TRANSPORTATION'S TROUBLES

In the June issue of Reader's Digest, in a timely article entitled "The Twilight of Honor," Fulton Oursler sets down an indictment of "the shocking lack of morality and integrity in public life" because "if we lose our standards, all our liberties may also be lost through abuses, corruption and chaos." He concludes that "our greatest danger today is not from Russia but from ourselves, from our growing disregard of principles and our reliance on expediency." No observant American would contradict Mr. Oursler—but are our officeholders any more unprincipled than the people who put them in office? Can business leadership fairly condemn resort to expediency in place of principle on the part of politicians, if business leadership itself is so often tempted to overlook principle in eagerly grasping for immediate advantage?

There is no phase of the nation's politico-economic life, not even foreign relations, which is a worse mess than transportation—yet the content of public and political opinion on transportation issues is largely if not wholly determined by those people who really understand the complex transportation business. The confusion and the chaos in transportation cannot, therefore, be blamed on the unintelligence or the venality of John Q. Public or upon the politicians, because John Q. Public and his political servants know and believe and care nothing about transportation which has not been put into their heads by people who do know the business. Transportation is an important segment of the nation's affairs which, in practical effect, has been entrusted to the care of a group of the experienced and "elite" —and they have made of it a worse mess, if possible, than that which the nation's amateur statesmen have made of our foreign affairs.

Disinterested Analysis

The railroad industry—thanks to the profundity, thoroughness and disinterestedness of the testimony of Carter Fort and his associates in the current S.50 investigation—has finally gone almost the complete course in discharging its public responsibility to make known in detail a reasoned, and reasonable, position on all the major unsolved aspects of public policy toward transportation. There yet remains the second and equally important step—that of conveying this position to the intelligent public by all available means of communication. Unless, of course, this second step is undertaken on a comprehensive scale, all the painful and conscientious effort which has gone into the presentation itself will be labor thrown away. But when are the other interests in and around transportation going to do the disinterested job of complete analysis of the *whole* transportation situation that the railroads have initiated?

Meantime, how about calling upon everyone, not a professing socialist, who presumes to discuss transportation in public to engage to (1) subordinate his private interest to the public interest; (2) refrain scrupulously from misrepresentation, equivocation

and half-truths; (3) never pass along a mere opinion as an accepted fact; (4) claim no governmental favors for himself which he would deny his competitors; and (5) renounce governmental intervention, either to aid or to hamper his own or other private enterprise, except where there is general acceptance of an overriding public interest necessitating such intervention?

If people who seek to lead public opinion on transportation questions do not quit making the public interest secondary to their zeal for furthering their own selfish private interests, then one of these fine days there are not going to be *any* private interests left in transportation to be defended.

In the April 29 issue of this paper, in describing the new Southern Railway bridge over the Tombigbee river, the explanatory text with one of the illustrations cited this bridge as "the first major railway structure over a navigable waterway to be built with federal aid." This wording, it has since appeared, was unhappy, in that it failed to preclude the interpretation that the "federal aid" was tendered to the railway—when, as a matter of fact, the bridge was rebuilt for the benefit of navigation; and any benefit accruing to the railway was paid for by the railway. The article itself made this fact quite clear, but the caption with this one illustration did not. A railroad publication cannot safely risk such lack of precision in expression as we fell into—because it offers an irresistible temptation to protagonists of semi-socialized transportation (highway, waterway, or air) to use such inexact statements to impute subsidization to the railroads.

Misrepresentation of Facts

That is exactly what happened in this instance. In the June issue of the magazine, Railway Progress, R. S. Damon, spokesman for commercial air transport—an alleged "private enterprise" for which government furnishes practically all the fixed plant and all the "signaling," and juggles the mail pay upward to keep operating figures in the black—has pointed to this Southern Railway bridge article of ours as evidence that the railroads are being currently subsidized by the government. Mr. Damon knows better, of course, but experience with spokesmen for agencies of transportation which feed at the public trough, with a few praiseworthy exceptions, reveals little zeal on their part for fact when misunderstanding will better serve their ends. Indeed, has it not always been the practice of the demimonde to endeavor to exculpate itself by suggesting that, after all, the nonprofessional sisters are, probably, no better than they should be, either?

Mr. Damon may deceive some people who know nothing about transportation by such tergiversation, but how much longer do he and other advocates of semi-socialized transportation believe they are going to serve even their own selfish interests by spreading misinformation about the situation of the railroads, thus promoting general confusion regarding public policy toward transportation and delaying realistic treatment of it?

As long as the railroads had any resources of which, without danger of succumbing to socialization, they could be politically deprived by transportation agencies doing business largely at the taxpayers' expense (i.e., on the highways, waterways, and by the use of publicly-owned air transport plant), then the strategy of confusion was obviously profitable to their rivals. Now, however, no one familiar with the existing financial situation of the railroads, or who has read the testimony on this subject which Dr. Julius H. Parmelee presented in the S.50 hearings of the Senate committee on interstate commerce (*Railway Age*, April 8, 1950, page 51), can have any doubt that political depredations against the railroads by users of competing transportation plant provided at government expense cannot go on much longer. Private investors have quit financing the railroads—except for equipment, and even equipment financing is now requiring special inducements to enable the railroads to avail themselves of it. Since most of the service the railroads provide is indispensable and other agencies do not offer to provide more than a small part of it, the railroads must be kept going. Do Mr. Damon and other spokesmen for rival agencies of transportation believe their interests will be advanced if the railroads are forced to turn to the public treasury for funds necessary to the continuation of their service?

An essential public service—the railroads, a few fortunate companies excepted—can no longer finance themselves from private sources. Thus, only two alternatives are open: (1) to restore railroad credit with private investors by establishing equality in regulation and self-support for all agencies of transportation, so that the railroads may regain and hold in free competition the traffic to which their inherent economy entitles them, or (2) to resort to financing the railroads in whole or in part from the public treasury, as highways, waterways, and aircraft facilities are financed. The second alternative, of course, means partial or complete socialization of the railroads, with all the attendant danger of the spread of socialization to other forms of transportation and to other industry.

STRIKE'S END

It is fortunate for the railroads and their employees, and for the country, that the firemen's strike was settled, bringing an end to the tie-up of all or part of five important railroads. The termination of the strike did not, however, resolve the main issue—which lies in the privilege now enjoyed by any small minority of Americans, so long as they wear the union label, to tie up all or any part of the country's

economic life whenever they feel like it, in the effort to extort working conditions, of the justice of which they themselves insist on being the sole judges.

Let there be no misunderstanding or disparagement of the increasingly serious situation now prevailing in labor relations on the railroads. The railroad unions, which formerly enjoyed a widespread reputation for "conservatism" and a sense of public responsibility, have definitely cast aside their "no-strike" tradition upon which their good reputation was based. Strike after strike has occurred on the railroads, with complete impunity to the strikers.

The action which initiated this unhappy sequence in railway labor relations was the refusal in 1941 of President Roosevelt to "mobilize public opinion," as contemplated by the framers of the Railway Labor Act, behind the decision of a Presidential board in a wage dispute. Mr. Roosevelt on that occasion made it perfectly clear that, while the finding of a Presidential board was still binding on the railroads, unions by threatening to strike could secure concessions in addition to those awarded by a board. With this precedent thus authoritatively established, any union leader who now rests content with the award of an emergency board and who does not seek further exactions by coercion can be plausibly charged with, or at least suspected of, lack of zeal in carrying out the wishes of his constituents.

There were no strikes immediately following the act of President Roosevelt which invited such coercive action—simply for the reason that the railroads during the war had sufficient earnings to permit them to make concessions over and beyond the awards of Presidential boards, and thus "buy off" the unions. The railroads used their assets to purchase peace as long as they had assets available for that purpose. After the war was over and earnings began to decline, railroad resistance to extra-judicial union exactions increased; and then the actual strikes began. No penalties have been suffered by the strikers or by their unions. No force, therefore, except patriotic self-restraint, now exists to forestall railroad strikes as frequent, as widespread, and as disastrous as those with which the coal industry has been plagued.

Threats of strikes and actual strikes on the railroads may, therefore, be expected to occur with increasing frequency and severity until, at length, public opinion becomes sufficiently aroused to bring about a revision of the Railway Labor Act, to put "sanctions" behind the decisions of Presidential boards and to reestablish the precedence of the general welfare over that of any minority group. It is intolerable that any monopoly be privileged to be the sole determinant of the price of its services and the conditions under which these services will be offered. Nevertheless, the American public is continuing to tolerate this situation; and the optimistic view of it is that the power the unions now enjoy is likely to be so thoroughly abused that it will soon be terminated.

WOULD SAFETY SUFFER?

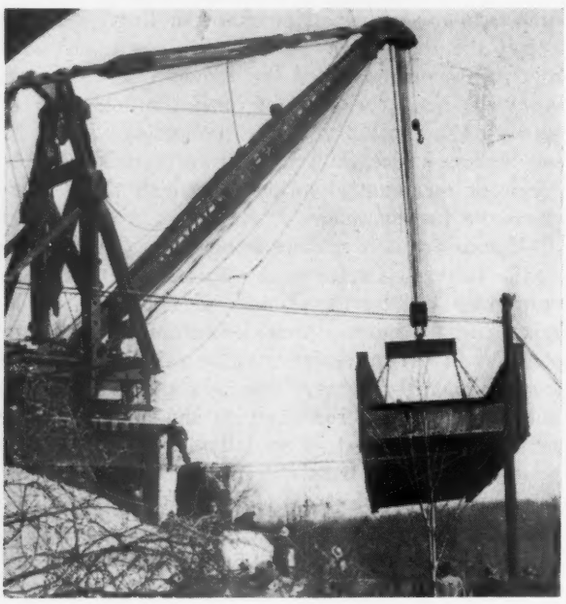
An outstanding advantage of the Diesel-electric locomotive in road service is its capability to handle trains over long distances with freedom from attention at intermediate terminals. Not only is this an operating advantage, but it lends itself to keeping servicing expenses at a minimum.

Not all railroads on which Diesels are employed have main lines long enough to permit runs of several hundred to a thousand or more miles. There are many cases where trips are relatively short and several of them may be made in a day. Even on the daily basis the mileage will be low as compared with the trip mileage where long continuous locomotive runs are possible. The requirement that each locomotive *and tender* be inspected after each trip, or day's work, causes an increase of expense which in some cases becomes a major part of the total expense of servicing and maintenance. This raises a question as to suitability of the present trip or daily inspection rule.

As suggested in the preceding paragraph, wording of the rule for locomotives other than steam is copied directly from the steam locomotive rule. In formulating rules for the inspection and testing of locomotives other than steam, during the beginning of their service, the lack of experience with such locomotives, particularly Diesels, left no choice except to set up rules which had been proved by experience with the steam locomotive. Such rules, if they erred, would do so on the side of safety. Applied to the steam locomotive, these rules are not economically burdensome because they conform generally to the common steam-locomotive handling practice. Fires and ash pans are cleaned daily or at the end of each short trip and in the midst of long locomotive runs. Hence, inspection "after each trip or day's work" has added relatively little to delays and servicing attention beyond what was already required in the course of normal handling.

But the experience with the Diesel-electric locomotive has demonstrated the freedom of the Diesel from the need for servicing attention on trips of hundreds of miles. So the application of steam-locomotive inspection requirements causes expenditures for servicing attention for which there is no economic justification.

Of course this is not the whole story. The purpose of the inspection rules is to "promote the safety of employees and travelers" and rules which are adequate for this purpose must be enforced whether or not they fit the convenience of the railroads or make for maximum economy. So far, however, experience with the Diesel in road service suggests that some modification of the trip or daily inspection requirement carried over from steam-locomotive experience might be found which would be entirely consonant with the promotion of safety and at the same time relieve the railroads of what is otherwise an unnecessary expense.



B. & O. COMPLETES

The completion of two related projects—one a line change and the other a bridge renewal—in the immediate vicinity of Riverdale, Ind., has enabled the Baltimore & Ohio to discontinue the long-standing practice of "doubling" westward tonnage freights over Mitchell hill, immediately west of the line-change project.

Mitchell hill—imposing a grade of 1.07 per cent against westward trains—has long been the ruling grade on the B. & O. line from Cincinnati, Ohio, to St. Louis, Mo. This particular section of the line, which is single track, was known originally as the Ohio & Mississippi, and was opened to traffic in 1857. At Riverdale the line crosses the East fork of the White river and 1.32 mi. farther west it crosses a tributary stream known as Mill creek, after which it begins to ascend the three-mile grade of Mitchell hill.

The first of the improvements was carried out at the Mill Creek crossing, and was primarily a change in alinement, although it was brought about originally by the necessity for renewel of a badly deteriorated bridge over that stream. The line improvement consisted of a reduction of the grades and curvature on the first mile or more of Mitchell hill. The second improvement was the renewal of the superstructure and the strengthening of the foundations of the White River bridge, making it possible to remove a troublesome speed restriction. Combined, the two projects make it possible for westward freight trains to go up the hill with an increased load of at least 400 tons over that previously handled.

The old Mill Creek bridge was a short distance west of the bottom of the hill and near the middle of a 5-deg. 30-min. curve which limited the safe speed to 45 m.p.h. The bridge was a 65-ft. deck-girder span, supported on two stone abutments, about 44 ft. high. The abutments had deteriorated badly and strengthening measures had been taken some years ago. The masonry continued to deteriorate and it became apparent that it would soon be necessary to renew the abutments, in spite of the safety factor gained by the speed restriction imposed by the curvature. This restriction, of course, made it difficult for tonnage trains to gain momentum for the hill.

Deficiencies in Old Bridge

The type of structure used for the first bridge over the White River is not known, but in 1872 this crossing included three Phoenix truss spans, each about 178 ft. long, supported on two large stone piers and two abutments. In 1892, three new limestone piers were added and the trusses were replaced by six through girder spans, each 88 ft. 6 in. in length. These remained in service until the recent improvement.

The girder spans, perhaps because of some peculiarity in the specifications or design load, were

Bridge Replacement, Line Change

Renewal project and line relocation in Indiana eliminate "doubling" of freights on the ruling grade between Cincinnati, Ohio, and St. Louis, Mo.

By C. E. SLOAN
Engineer of Bridges
Baltimore & Ohio, Baltimore, Md.

particularly deficient in the length of the cover plates. The lateral bracing was composed of rods which extended to seats through holes in the girder webs. Sole plates and masonry plates without pins or provision for deflection were the only measures used for bearing, and this caused serious deterioration of the masonry. The floor system was not only of poor design, but the parts had been badly affected by brine drippings. The girders were spaced on very close centers, with lateral clearances far below today's standards. The tops of the stone piers, especially the two older ones, and the abutments had suffered heavily, as mentioned above, and were in need of extensive repairs.

Because of these various deficiencies, severe speed restrictions of 25 m.p.h. for passenger and 15 m.p.h. for freight trains were placed in effect on the bridge in the spring of 1949.

Mill Creek Line Change

The condition at the Mill Creek crossing and the need for at least a small change in alinement led to a study of a more substantial change. The study showed that, by crossing several hundred feet upstream from the old bridge, the curvature could be reduced to only 1 deg. 55 min. The length of the track would be shortened about 800 ft., but, in its effect on the grade, this would be more than compensated for by moving the east end of the grade about ½ mi. farther east.

This improvement involved about 200,000 cu. yd. of excavation, the construction of 4,400 ft. of new track, and the removal of about a mile of old track. A double 8-ft. by 8-ft. box culvert was built to carry Mill creek under the new embankment. The old bridge was left standing because the deck slab was unusually heavy and made the salvaging of the steel uneconomical.

At the White River Bridge

When the decision to relocate the Mill Creek crossing was reached, it was also decided to make extensive changes to the White River bridge to realize the

Facing page (top)—The six new spans were completely assembled in the field, except for the track rails, and were stored close to the point of use as shown here. (Center)—Showing some of the old spans of the bridge after they had been raised on blocking to bring the track up to the new grade. (Bottom)—Old Span No. 6 of the White River bridge being turned and lowered directly to the ground for dismantling. Water later rose over this span

New Span No. 5 being maneuvered into position by the derrick car is pictured at the right

full operating advantages to be gained from the line change. Accordingly, a plan was adopted which called for repairing the old piers and abutments and erecting new deck-girder spans of modern design, at the same time establishing a new grade 5 ft. 5 in. above the existing grade.

Steel for the new bridge had been ordered and the work of raising the track and repairing the masonry was well under way by the time the work at Mill Creek was completed.

Masonry Repairs Had Two Phases

These substructure repairs and alterations were carried out in two phases. The first involved pressure grouting the old masonry, which was done by the George E. Detzel Company of Cincinnati. The older units required extensive grouting, replacement of some of the face stones and cement-gun work. The newer piers, built in 1892 of Bedford limestone, were in much better condition and accepted an almost negligible amount of grout.

The second phase involved raising the existing bridge to the new grade, building a new bank abutment and repairing or replacing the bearing courses of the piers and abutments. This work was all done under traffic, but favorable weather prevailed, making it possible to adhere closely to schedule.

The wingwalls of the east abutment, which are parallel with the track, were built up to the new elevation with concrete and held together with reinforced concrete ties extending beneath the track. The wings of the old west abutment, however, were found to have bulged badly, and it was necessary to remove part of the fill between them. A new bank abutment was constructed back of the older one and the breast of the old abutment was so altered as to make it function chiefly as a pier. A 31-ft. 6-in. beam span was erected between the new and old abutments.

Raising the old spans to the new elevation was carried out in steps, with timber blocking being placed to support them. This blocking was arranged so that it could be cut through readily on the transverse center lines of the piers to permit removal in halves for placing the new spans directly on their shoes.

Deck-girder spans were selected for this structure because of the smaller amount of steel required, the limitation imposed by the newer group of piers as regards lateral clearances of through spans, and the location of the bridge at a dip in the grade. Most important, however, was the fact that a modern through span would have been too heavy and cumbersome to be handled as a unit in this location, unless it could be rolled into place, which would have entailed great expense.

Maintenance forces completed the work of raising the approaches to the bridge and raising the old spans about the middle of November, 1949. The steel work had arrived in August and was stored in the vicinity of a construction siding, a few hundred feet west of the bridge.

The erection equipment arrived on December 1, and the new spans were promptly assembled, complete with deck, and placed one on top of the other alongside the main track and opposite the siding. This work was completed on December 23.

Meanwhile loading platforms for the temporary storage of one new span and one old span at a time were built near the west end of the bridge. Rails, cut to exact length, were prepared so that, when those on the old spans were removed, short pieces could be placed to bring both rails up to the very end of the span on which the derrick car would stand while changing the spans.

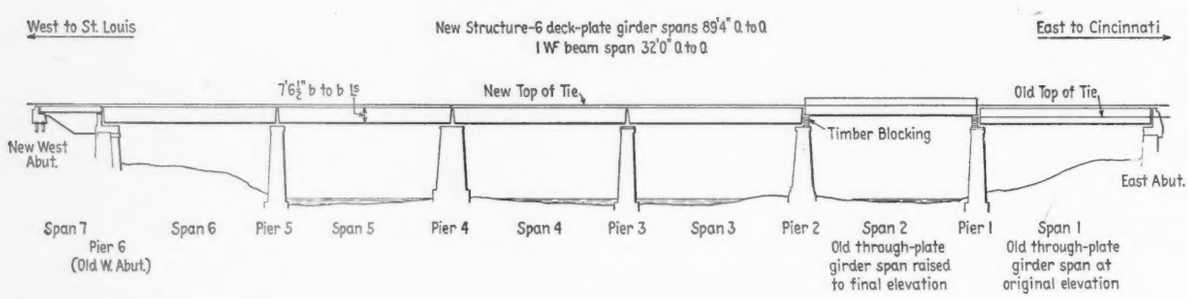
The six new girder spans were designed for Cooper's E-72 loading. They are each 89 ft. 4 in. long and, as lifted into place, including the bridge ties and guard rails, weighed 82 tons each; the steel alone weighed 64 tons.

Preliminary Work

In preparation for changing out the spans the short length of track over the approach to the bridge, between the storage platform and the west abutment, was "corduroyed" by placing crossties between the existing ties. This was to prevent settlement of the new fill under the heavy loads on the front truck of the derrick car when carrying a span.

A day or more in advance of the time for installing a span it was picked up from the storage piles, loaded on a heavy-duty push car, and moved to the storage platform, where it remained until the day for the changeout.

Old Span No. 6, at the west end of the bridge, extended over dry ground, and was the first to be removed, the date being December 28, 1949. The entire weight of 76 tons, including deck, was picked up, turned 90 deg., and lowered directly to the ground for dismantling. New Span No. 6 was next removed from the loading platform, placed on the push car, and moved as near to the end of the bridge as possible. Here it was picked up at boom radius of about 53 feet, turned transversely to the track, and the push car was



Elevation of the White River bridge

General view of the new line established to improve the eastern approach to Mitchell hill

removed. The span was set down on the track, and the derrick car was then brought forward. It again picked up the span, this time with a short boom radius, and moved close to the east end of Span 7. Then the car was blocked, the boom lowered to the 53-ft. radius, and the span was rotated until parallel with the track before lowering it to the final position on its shoes. All six of the new spans were handled in this manner, using a push car while on the fill, and moving along with the load held at short radius when the derrick car was taking it across the new bridge.

The load on the six-wheel front truck of the derrick car when traveling with the load was about 380,000 lb. and when placing the span this was increased to about 450,000 lb.

Old Spans Nos. 5 to 1, inclusive, were taken back to the unloading platform on the push car after removal.

This car was brought out ahead of the derrick car, the boom of which extended over it for the lift of 64 tons with deck removed. A locomotive crane, property of the B. & O., working east of the span being taken out, was used to remove the rails and as much of the deck as could be reached by the boom. The remainder of the deck was dumped into the river to save time.

After the old span was removed, this crane took out the west half of the blocking, which had previously been sawed through, and then shifted the new shoes to the proper position for receipt of the new span.

No Train Interference

A period from 10:40 a.m. to 2:25 p.m. was selected for changing the spans, because it involved no interference to passenger trains, and arrangements were made with the operating department to schedule freight trains outside of this period on the changeover days. It was difficult to fix a date in advance because of weather conditions. A high wind would introduce complications in handling the spans as it was impossible to block the derrick on the new spans to counteract lateral forces set up by the wind. Changeovers were postponed on several occasions.

Spans 5 and 4 were changed out on the 29th and 30th of December, respectively. A period of bad weather then prevailed until January 5, when Span 3 was removed. Weather again interfered and Span 2 was not changed until January 11. Span 1, the final span, was changed on the following day. Span 6 required 2 hr. 52 min.; the remainder were placed in an average of 2 hr. 41 min., counting from the passage of the last train until the new track was in place on the newly placed span.

Renewal of this bridge eliminates the weight and clearance restrictions formerly in effect, in addition to making possible full realization of the benefits of the work at Mitchell hill.

The line change and bridge-renewal projects described in this article were planned and executed under the general direction of A. C. Clarke, chief engineer of the B. & O., Baltimore, Md., and the writer. The field work was under the direction of J. P. Ray, regional engineer, Cincinnati, with S. A. Graham serving as assistant engineer at the site. Maintenance forces were directed by J. W. Purdy, engineer maintenance of way, Cincinnati, and P. W. Elmore, division engineer, Washington, Ind. A. J. Wegmann, chief bridge inspector, covered the replacement of the superstructure for the engineer of bridges. The new spans were assembled and erected by the American Bridge Company.

F. R. P. PRESENTS AWARDS

More than 700 persons attended the third anniversary dinner of the Federation for Railway Progress which was held at the Mayflower Hotel in Washington, D.C., on May 18. A feature of the occasion was the presentation of the federation's awards by its chairman, Robert R. Young, who is also chairman of the board of the Chesapeake & Ohio.

In addition to the usual annual awards, Mr. Young presented a special public relations award made by the federation to Samuel M. Felton, president of the American Railway Car Institute, "in recognition of his contributions to the railway industry through his role in planning and executing the institute's 'Fair Play for the Railroads' campaign." The program also included addresses by Senator Johnson, Democrat of Colorado, who is chairman of the Senate's committee on interstate and foreign commerce; E. F. Lacey, executive secretary of the National Industrial Traffic League; and T. C. Carroll, president of the Brotherhood of Maintenance of Way Employees.

G. T. Carmichael, senior vice-president of the New York, New Haven & Hartford, spoke briefly of passenger-service problems as he accepted the passenger-service award which was made to his road; and the federation's president, Thomas J. Deegan, Jr., who is also a vice-president of the C. & O., gave a highlight review of federation activities during the past year. Walter J. Tuohy, president of the C. & O., was the toastmaster.

Among those attending the dinner were members of the Senate and House committees on interstate and foreign commerce, members of the Interstate Commerce Commission, and several railroad executives. The latter included two vice-presidents of the Association of American Railroads—Dr. Julius H. Parmelee and E. H. Bunnell.

Senator Johnson's address was principally about the comprehensive studies of the transportation situation now being made by the Senate committee which he heads. It is the aim of the committee, he said, to "get the facts together" and see if it can "come out with something valuable to the country." The "facts" gathered so far leave the senator with the impression that "the situation is not too encouraging so far as the

Above—Robert R. Young (left), chairman and founder of the Federation for Railway Progress, presents a bronze and silver plaque "for outstanding achievement in progressive passenger service" to G. T. Carmichael, who received it in behalf of the New Haven, 1949 winner of this F.R.P. Award. On facing page (top) Mr. Young is pictured congratulating all winners of the annual Railway Progress Awards. Left to right are John H. Newman, Watertown, N. Y., stationmaster (New York Central), who was cited as railroad employee of the year; Nancy Ford, of the Chicago Journal of Commerce, winner of the annual newspaper writer's award for 1949; Mr. Young; Mr. Carmichael; and Samuel M. Felton, president of the American Railway Car Institute, who was given a special citation for outstanding contributions to the industry in the field of public relations

Below—Pictured as they addressed the gathering are (left to right) Mr. Carmichael, senior vice-president of the New Haven; T. C. Carroll, president of the Brotherhood of Maintenance of Way Employees; Thomas J. Deegan, president of the F. R. P. (C. & O. president Walter J. Touhy, who served as toastmaster, is seated at Mr. Deegan's right); and Senator Edwin C. Johnson (D.-Colo.)

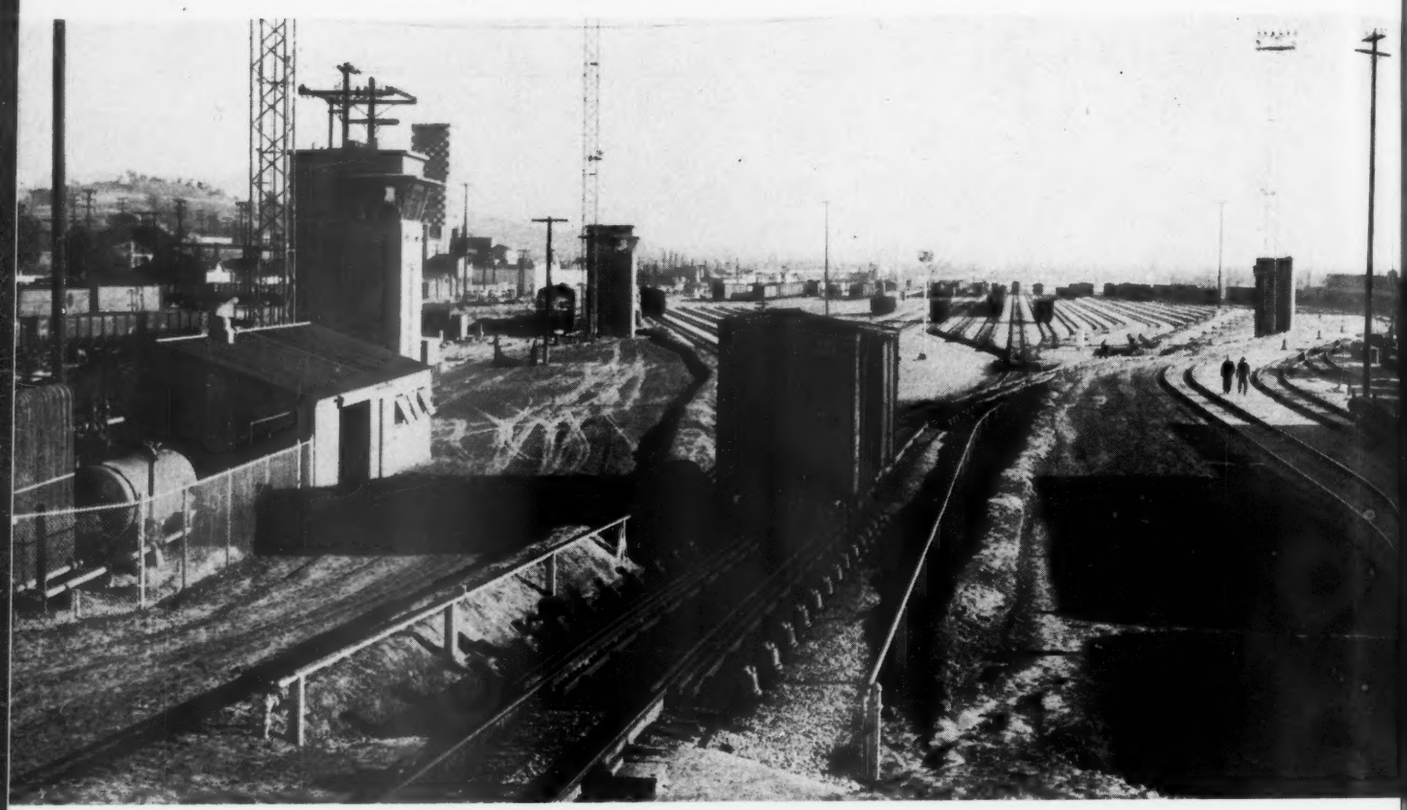
railroads are concerned." That, he added, is a matter of "deep concern" to all senators because they haven't forgotten how essential the railroads were in the prosecution of World War II.

Meanwhile, Senator Johnson expressed his view that the railroads might well stop "jumping down the backs" of other forms of transportation on the subsidy issue. He also referred to the passenger-service deficit, calling it a "subsidy" which the railroads are "paying themselves" out of revenues collected from freight shippers.

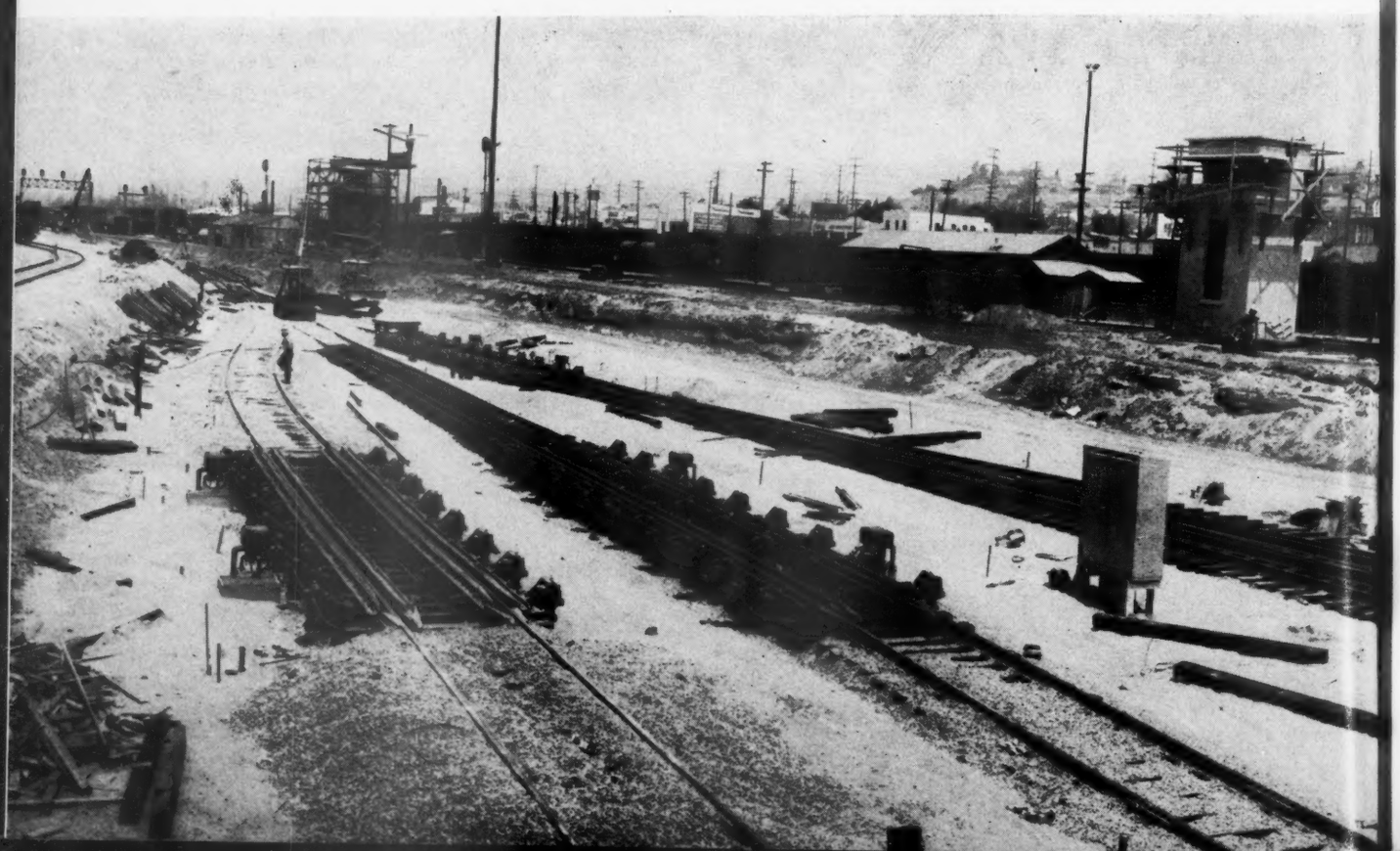
Executive Secretary Lacey of the N.I.T. League spoke of what the shipper wants from the railroads. He summarized his recommendations in a call for "less talk about subsidization of other types of transportation, and more assurance to shippers of possible improvements in service and equipment which they might expect."

Meanwhile, President Carroll of the Brotherhood of Maintenance of Way Employees had talked much of subsidies. He deplored the fact that "nothing is being done" to correct present conditions in which "any fifth-grader can readily see unfairness." What he called "unfair truck competition" is, in Mr. Carroll's opinion, the "greatest threat to our livelihood as railroad workers." The way to solve the problem, he advised, is "to make the facts known and arouse the public to action."

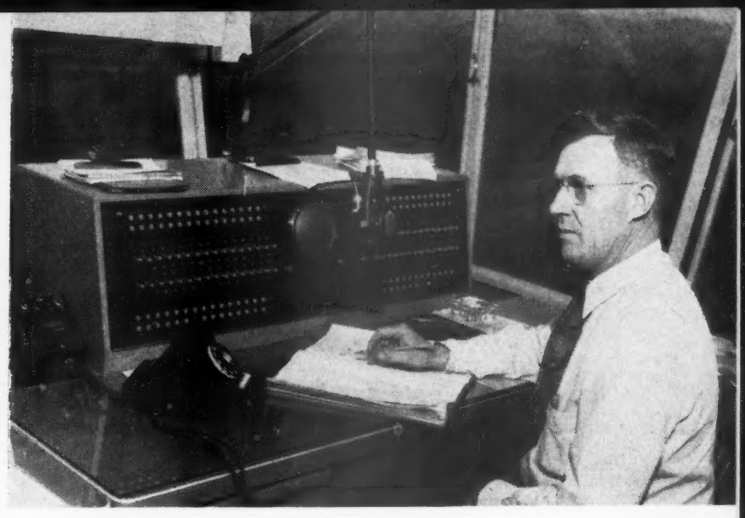
Car Retarders Facilitate Southern Pacific Yard Op



Above—View from hump looking east down toward the classification tracks—The car in the foreground is passing through the 90-ft. retarder on the main lead. Below—Construction view in retarder area—Slopes at both sides indicate depth of cut made in this section



Yard Operations at Los Angeles



Operating costs reduced, while capacity to classify cars has been increased—Same high rate can be continued day and night, shortening average time required for cars to pass through

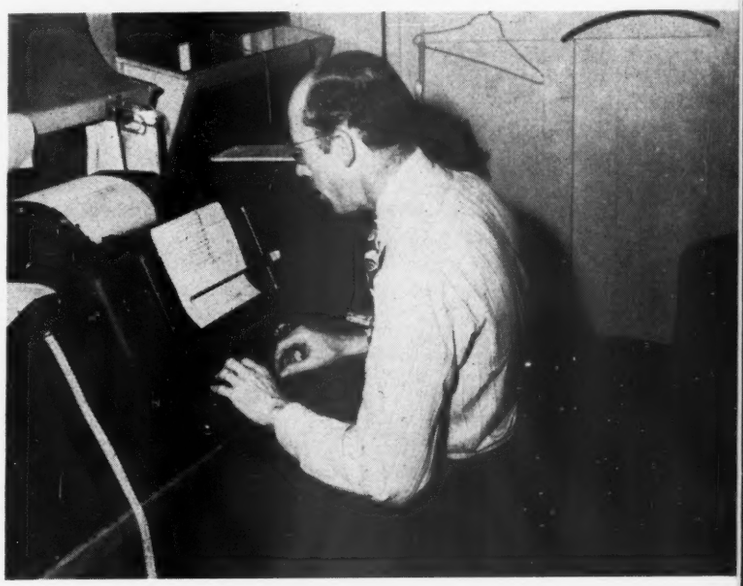
To expedite car movements and increase yard capacity, with resulting economies, the Southern Pacific, at a cost of $2,500,000, has reconstructed and modernized its Taylor gravity classification yard at Los Angeles, Cal. The project included the construction of a new hump; a regrouping of the yard tracks; and the installation of power switches, retarders, floodlights, car inspection facilities, and communications systems, including radio, loud-speakers, and printing Teletypes. With these new facilities entirely new operating practices are possible, the objectives being to classify more cars per hour, and to maintain this increased speed of operation day and night, irrespective of weather conditions, as long as cars are on hand to be classified.

This enlarged capacity allows more prompt switching of cars on arrival as well as more efficient classification for outgoing trains, which in turn reduces the time required for switching at other points. With the increased capacity it is possible to perform in this yard some switching and blocking formerly done less economically elsewhere. An overall result is that the average time required for cars to pass through the yard, plus time formerly needed for switching en route, has been reduced by approximately four to six hours per car. At the same time, personal injuries have been materially reduced.

Why the Los Angeles Yard?

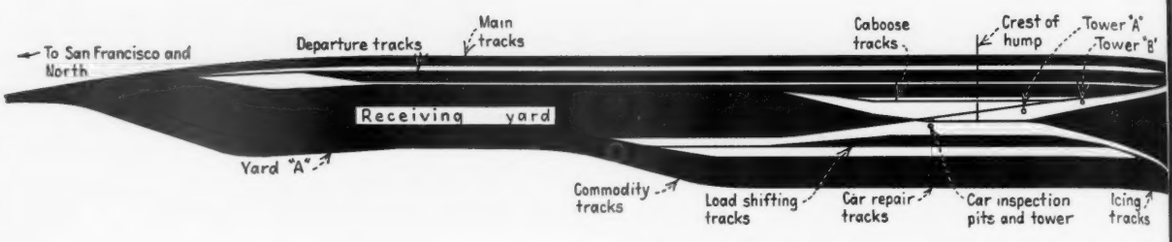
Los Angeles is of course an important center of Southern Pacific freight operations. The previous Taylor yard was constructed in 1925. Since then, the population of the Los Angeles area has increased from about 1,000,000 to 2,100,000, and still further increases are in the offing. Of further importance, from the standpoint of freight traffic, manufacturing in this area has greatly increased during the past five years. As a result, traffic into and out of Los Angeles has grown by leaps and bounds. Also fruits, vegetables and other agricultural products, grown in large quantities in this general area, are shipped eastward in increasing volume.

The S.P. has three principal lines extending from Los Angeles: (1) the "Sunset" route east to El Paso and New Orleans, with the "Golden State Route" extending from El Paso to connect with the Rock Island at Tucumcari, N.M.; (2) the San Joaquin Valley route via Bakersfield (a) to the San Francisco Bay area and (b)



Top—Desk Yardmaster J. C. Herron at his panel for control of loud-speaker yard communications and radio communication with yard engines

Right (above)—Consists of approaching trains are received by Teletype, and Teletype machines are used to prepare switch lists and transmit them to towers and yardmaster's office prior to arrival of trains. (Below)—The retarders are of the latest electro-pneumatic type



Schematic diagram of the general layout of yard facilities in

to Sacramento, thence north and east to Portland and Ogden, respectively; and (3) the Coast route, via Santa Barbara and San Luis Obispo, to San Francisco. Also, the S.P. has an extensive network of branch lines throughout the industrial and harbor areas of Los Angeles, as well as through the fruit-growing districts to the east and south. Taylor yard is the hub of freight movements into and out of Los Angeles on all these main lines and branches.

Benefits Are Specific

In the former yard, which had a rider-operated hump and was badly congested as a result of its limited track and hump capacity, approximately 1,500 cars could be classified daily. When the improvement project is finally completed, it is expected that the capacity of the hump will enable the handling—on a daily basis—of all cars requiring classification. Switching now being done less effectively at other places will be transferred to Taylor yard. For example, on the Coast route, southbound cars for points beyond Los Angeles were previously assembled in blocks at division points en route, such as Watsonville and San Luis Obispo. This relieved the classification at Los Angeles but caused delay at the division points. Now all this classification can be done at Los Angeles, eliminating practically all the switching previously done at the division points. In a corresponding manner, the outbound traffic can now be classified more completely than previously, thus minimizing switching operations at division points and junctions. For example, nine classifications are established for eastbound cars on the route to El Paso; five for the San Joaquin Valley route; and five for the Coast route.

The Southern Pacific delivers about 600 cars daily to industries, warehouse docks and other points in the Los Angeles area. Previously, each crew had to stop at various outlying places and reswitch cars, as required, to make set-outs. Now, 13 industrial classifications are made in Taylor yard, a practice which not only saves time for industrial switch engines, but also expedites deliveries. The Southern Pacific delivers about 500 cars daily to, and receives the same number from, other railroads in Los Angeles. Previously, much of the switching involved in this interchange work was done at various outlying points. Now the cars are classified in Taylor yard.

As shown in the accompanying schematic diagram of Taylor yard, one "straight-line" arrangement of facilities handles cars moving on all routes in and out of Los Angeles. In general, the Taylor yard facilities are located in a west-to-east direction, with the receiving unit at the west end, the classification unit intermediate, and the departure unit at the east end. (Five departure tracks are alongside the receiving unit.) The area available for expansion was limited on the south by the Los Angeles river, and, on the north, by San Fernando road. The yard track system was extended and widened to the west, but no additional space was available at the east end.

The "A" unit, which is the receiving unit and part of the departure unit, was enlarged from 16 tracks, with a capacity of 1,204 cars, to 24 tracks, with a capacity of 2,021 cars. This was accomplished by extending 16 tracks, constructing 8 new ones, and adding two 2,400-ft. drill tracks and a 3,100-ft. engine track. The five longer tracks on the north side of this unit are departure tracks.

Car Inspection Expedited by 30 Minutes

Previously, when trains arrived in the receiving unit, 30 to 45 minutes were required for the car inspectors to walk the length of each train to perform their duties. Now these inspections are made more thoroughly, without loss of time, as the cars are pushed, at walking speed, over the single-track lead from the receiving unit up to the hump. At the inspection station there is a concrete pit under and on both sides of the track, and at each side is an inspection tower. The inspectors in the pit and the towers each watch for certain defects, the various parts of the cars being visible directly or reflected in mirrors. When an inspector sees a defect, he reports in on an intercommunication system to the tagger, located between the inspection pit and the hump, who tacks a card on the car for the instruction of repairmen.

There is a dragging-equipment detector of the self-restoring type on each of the three tracks leading from the receiving unit to the single track that crosses the inspection pit. Any loose part, such as a pipe or brake beam hanging or dragging from a car, will actuate one of the detectors. This causes the hump signal to be set at Stop. Also, an indicator lamp is lighted and a buzzer sounded in the inspection pit and in the humpmaster's cabin. These indications prevail until the circuit is cleared by operating a push button on the hump signal controller. A circuit is also provided to introduce a "howl" of about 5 seconds duration on the radio communication frequency assigned to the yard engines.

The classification unit was entirely reconstructed (1) to increase the distance between track centers to 14 feet; (2) to add 5 tracks, making a total of 40 with a

new Taylor yard of the Southern Pacific at Los Angeles

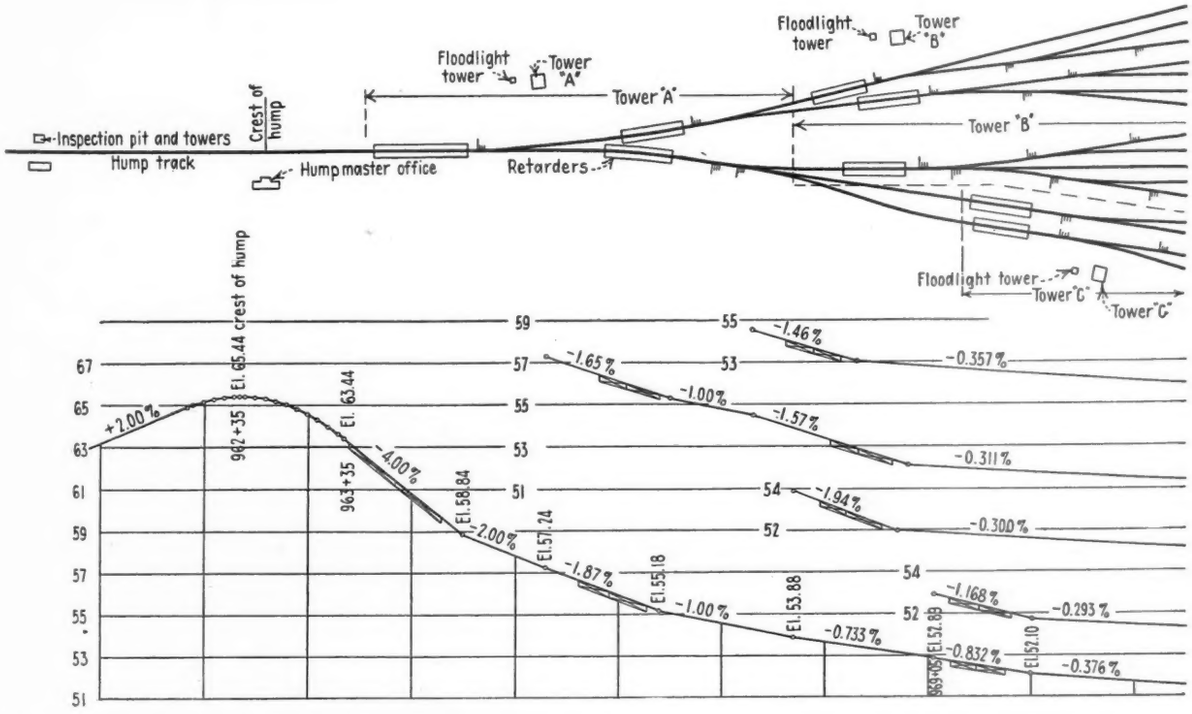
capacity of 1,237 cars, as compared with 958 cars before; (3) to change the grades by lowering the upper end and raising the lower end of the classification tracks so that grades would be proper for retarder operations; and (4) to replace the ladder tracks with a group arrangement, thereby facilitating operations and reducing the number of retarders required. To increase the length of the classification tracks as much as possible, the old hump was removed and a new one was built 215 ft. farther west.

The new group arrangement of tracks and the profile are shown in the accompanying plans.

The classification tracks are on a descending grade of 0.23 per cent. The first car entering a classification track is stopped at its far end by a skate placed at the proper spot by a yardman. As a safety measure, two hundred feet of ascending 0.3 per cent grade is provided at the end of each classification track.

The car retarders and the power switch machines in the classification yard are the electro-pneumatic type, and are controlled electrically from control machines in three towers. The switch machines, retarders and control machines, as well as signals and dragging equipment detectors, were manufactured by the Union Switch & Signal Co.

To expedite departures, switches and lead tracks at the east end of the classification unit were rearranged so that as many as four tracks can be "pulled" simultaneously. Thus, two or more switch runs to interchange points or industries can couple on to their cuts of cars and depart without interfering with each other or with other yard operations. Also, the "blocks" on various tracks can be pulled and assembled into complete road trains, ready for departure, on the long tracks in the departure unit, without interfering with other operations. For the most part, manifest road trains are made up on the five long tracks—having capacities up to 108 cars—located along the north side of the receiving unit at the west end of the entire layout. Under normal conditions, the departing road



Track plan and profile of area down the hump and through the retarders

trains dispatched daily include about 10 eastbound via the Sunset route, 6 westbound via the San Joaquin Valley route, and 6 westbound on the Coast route.

Operations in the old yard were supervised by yardmasters who were required to hunt for the crews and issue verbal instructions. In the new yard, the supervision is on a minute-to-minute basis, being centralized at one location by means of radio, talk-back speakers, Teletypes and conventional telephones. The yardmaster's office is on the third floor of a new concrete tower near the departure end of the classification unit. From this elevation—30 feet above ground—he can watch operations in much of the yard. On his desk he has a panel for control of the communications. This system includes 75 low-level Racon 30-watt talk-back loudspeakers, on 7-ft. pipe posts, at various locations—150 to 200 feet apart—throughout the yard areas where men are normally working. In addition there are 26 high-level Western Electric 30-watt paging speakers mounted on 45-ft. poles spaced about 90 feet apart. These speakers have a range of several hundred feet. Upon hearing his name called, an employee in the yard goes to the nearest talk-back speaker to answer.

In addition to talk-back and paging speakers, the humpmaster has one line for communication with the engine foreman and Towers A, B, and C, and another line to the inspection pit. The humpmaster also has a private-line telephone circuit which is energized from the emergency tower source connecting to the three towers. Its purpose is to insure that operations will not be stopped in case of trouble with the electronic equipment.

Teletypes and Radio

The consists of trains inbound to Los Angeles are transmitted by Teletype equipment, to Taylor yard from the last division points when the trains leave those points. In the yard office, switch lists are prepared and transmitted by Teletype to the yardmaster's office, to the three control towers, and to the humpmaster's cabin at the crest. For communication with yard enginemen, two-way radio equipment was installed in the yardmaster's office, in the humpmaster's cabin, and in 14 radio-equipped yard locomotives used in this service. The radio on the locomotives will operate on either of two frequencies—161.55 m.c. to work with the yardmaster, or 161.67 m.c. when the humpmaster is using his radio to direct the movement of locomotives pushing cars up to the hump. All of this radio apparatus is the Bendix MRT-5 type.

In order that yard operations may be carried on during hours of darkness practically as effectively as in daylight, a complete system of floodlighting was installed. This provides an illumination in the retarder area of about 0.5 lumen per square foot and over the classification area of 0.1 to 0.2 lumen per square foot. With this illumination the tower operators may check occupancy of the entire yard to its far end. Lamps are automatically turned on in the evening and off in the morning, under control of astronomical time switches. The principal floodlighting units are on five steel towers, 100 feet high, three at the west end and two at the east end of the yard. The long-range floodlights have either 1,000 or 1,500-watt lamps, and are made by the Crouse Hinds Company.

Compressed air for operating switches and retarders is provided by a compressor plant placed in the hump area. The three compressors are Ingersoll-Rand electrically driven, air-cooled, two-stage machines, with automatic unloaders and selective start-and-stop pressure control. Each has a capacity of 311 cubic feet a minute.

Three control towers (approximately 12 feet by 12 feet in plan) house the operations of the respective groups of retarders and power operated switches. The humpmaster's tower, at the apex of the hump, quarters the hump conductor on the first floor and the humpmaster on the second floor. The yardmaster's tower is adjacent to the yard office and provides space for the yardmaster and his assistant. All towers are of reinforced concrete construction. Heating is by gas-burning unit heaters. Air conditioning is by evaporating type coolers. Observation windows are of steel sash glazed with heat resistant antiglare glass.

The car inspection tower and pits are of reinforced concrete construction below track level and of wood frame construction above, stuccoed on the exterior. Heating of the tower and pits is by a gas-fired steam boiler and steam unit heaters. The wash and locker building, providing facilities for engine crews and yardmen, is of wood, stuccoed on the exterior.

Lots of Dirt Moved

The project involved handling large volumes of dirt. In "A" unit 12,000 cu. yd. were required to grade an area on which to build nine additional tracks. Another 10,000 cu. yd. were moved 2,500 feet to fill an area where new icing facilities and repair tracks were to be built. About 17,000 cu. yd. were moved 3,500 feet to fill in an area for parking for mechanical forces, and 32,000 cu. yd. were moved 5,000 feet to fill in at the west end of Unit "A."

Nearly 125,000 cu. yd. were excavated from under the tracks at the west end of the classification tracks, of which about 8,000 cu. yd. of old ballast was "skimmed off" and used to raise the east end of these tracks. For the most part, this latter grading was done piecemeal by removing a few tracks while the remainder were continued in regular yard service. The grading was performed by three tractor-scraper combinations, which moved 32,000 cu. yd. in 30 days, and six Turnapulls, which moved 93,000 cu. yd. in 60 days.

The subgrade under Taylor yard is mostly sand. The ballast in the yard tracks is gravel. New No. 3 crushed rock ballast was installed—8 inches under the main leads and 12 inches under the retarders. The rail is the 132-lb. headfree section on the main leads, and 90-lb. on the body tracks. Other leads have 110-lb. rail. The turnouts are No. 9 with 16-ft. 6-in. points, and self-guarded manganese No. 9 frogs. The ties on the main leads are creosoted gum, and under the retarders the ties are creosoted fir, 12 in. by 12 in.

This yard construction program was under the general jurisdiction of E. E. Mayo, chief engineer. H. W. Neuebaumer was construction superintendent. The signals, power switch machines, car retarders and control machines were installed under the direction of H. B. Garrett, signal engineer, and the radio, printing, telegraph, telephones, loud-speaker and other communications facilities were planned and installed under the supervision of A. W. Flanagan, superintendent of telegraph.

Northern Pacific B-15 motor car powered by a Caterpillar Diesel D375 electric set

NORTHERN PACIFIC Dieselizes Gas-Electric Motor Car

The Northern Pacific has substituted a 275-brake-horsepower Diesel engine for an existing gasoline installation in a motor car that operates on a nine-hour daily 250-mile round trip run between Mott, N. D., and Mandan. The installation, first in a series of rail-car conversions utilizing the Caterpillar Tractor Company's new D 375 V8 Diesel engine, features a pan designed so the same base supports both the engine and the generator.

The pan is of built-up welded construction and has a four-point suspension with legs 48½ in. wide, where the generator bearing support rests. The generator-support end is sufficiently higher than the engine-support end to permit direct mounting of both pieces of equipment with the crankshaft in alinement with the generator. The integral construction of the pan for supporting both the engine and the generator reduces the tendency for the generator to get out of line from movement of the car. What slight misalinements may occur under operating conditions are compensated for by the flexible coupling.

Installation of New Engine

No modifications were necessary to install the D375 in the car power space. The wall-mounted radiator and motor-driven fan that previously cooled the replaced gasoline engine were left intact for use as the cooling arrangement for the D375's jacket water and lubricating oil. Existing auxiliaries, such as controls, were retained. Connections to the auxiliaries, such as piping and linkage, were changed in some cases.

The original gasoline engine and direct-driven single-bearing generator were removed from the motor car

Checking final measurements of the 48½-in.-wide legs which support the generator prior to installation of the Diesel engine in the N. P. motor car

and the generator was uncoupled from the engine. The generator (General Electric Type DT507-B-2, direct current, 485 volts, 420 amperes, 625 maximum amperes) was then shipped to the Caterpillar factory for mounting with the engine on the pan. The flywheel adapter plate and flexible coupling (size 625SS) connecting the generator to the new engine were furnished by the Thomas Flexible Coupling Company, Warren, Pa.

The engine was built to operate with a reverse rotation, clockwise when facing the flywheel. The exhaust elbows were assembled at the front ends of the exhaust manifolds instead of at the rear. Attachments for the engine include overspeed governor group, safety alarm switch, flexible fuel lines, flexible exhaust pipes (Maxim MU type mufflers), electric starting motor and generator. No auxiliary generator was required with this installation as the starting batteries are charged from the main generator's exciter.

The engine rating is 275 b.hp. at 1,050 r.p.m. High idle is set for 1,112 r.p.m. and low idle for 410 r.p.m. Total weight of engine, generator, coupling, base extension and attachments is 12,555 lb.

Shown here is a small part of the large crowd that inspected the new station of the Akron Union Passenger Depot Company—owned and used jointly by the Pennsylvania and the Baltimore & Ohio—on dedication day. The new station has many attractive features designed to please its patrons in every way, including highly attractive rest rooms, pleasing wall decoration, an open-type ticket office, and a moving stairway for transporting passengers between street and track levels

Diesel-Electric Locomotive Units In Railway Service

Class I railroads' Diesel-electric locomotive inventory increased by 2,755 units—more than 33 per cent—in 1949

As of December 31, 1949, there were 11,996 Diesel-electric locomotive units in railway service, of which 10,973 units were owned by Class I railroads in the United States, excluding switching and terminal companies.

The Diesel-electric locomotive inventory of Class I railroads was increased by 2,755 units — more than 33 per cent — from 8,218 units, as of December 31, 1948, to 10,973 units as of the same date in 1949. This increase in a period of twelve months includes 19 units of 2,250 hp.; 214 units of 2,000 hp.; 1,505 units of 1,500 hp.; 8 units of 1,200 hp.; and 1,009 units of 1,000 or less hp.

Switching and terminal companies and Class II and III railroads owned approximately 1,023 Diesel-electric locomotive units of 851,868 horsepower as of December 31, 1949.

The Diesel-electric locomotive units in service on Class I railroads, switching and terminal companies excluded, as of December 31, 1949, were as follows:

	Number of Units	Horsepower Each Unit	Total Horsepower
	36	3,000	108,000
	19	2,250	42,750
	1,230	2,000	2,460,000
	36	1,800	64,800
	3,855	1,500	5,782,500
	1,170	1,350	1,579,500
	21	1,200	25,200
	4,606	1,000 or less	3,947,100
Total	10,973		14,009,850

The following tabulation presents, for the first time, the number of Diesel-electric locomotive units in service on each Class I railroad, arranged according to various horsepower classifications.

DIESEL-ELECTRIC LOCOMOTIVE UNITS IN SERVICE ON CLASS I RAILWAYS
Excluding Switching & Terminal Companies—As of December 31, 1949

Number of Units Based on A. A. R. Statistics — Horsepower Compiled by the Simmons-Boardman Publishing Corporation

	Number of Units in Various Horsepower Classes								Total	
Railroad	3000	2250	2000	1800	1500	1350	1200	1000 or less	Units	Horsepower
Akron, Canton & Youngstown	—	—	4	—	1	—	—	2	7	11,160
Ann Arbor	—	—	—	—	—	—	—	3	3	1,680
Atlanta & St. Andrews Bay	—	—	—	—	1	—	—	11	12	12,500
Atlanta & West Point—W. of Ala.	—	—	—	—	5	—	—	6	11	13,500
Atchison, Topeka & Santa Fe	—	—	58	13	236	320	—	237	864	1,149,550
Atlantic Coast Line	—	—	59	—	24	72	—	34	189	284,800
Baltimore & Ohio	—	—	32	12	102	24	—	171	341	431,960
Bangor & Aroostook	—	—	2	—	20	—	—	4	26	38,000
Bessemer & Lake Erie	—	—	—	—	2	—	—	2	4	4,530
Boston & Maine	—	—	21	—	22	70	—	57	170	210,100
Central of Georgia	—	—	10	—	14	—	—	25	49	63,380
Central of N. J.—Cent. of Pa.	—	—	6	—	44	—	—	31	81	101,460
Central Vermont	—	—	—	—	—	—	—	3	3	3,000
Chesapeake & Ohio, incl. P.M.	—	—	12	—	19	—	—	114	145	163,300
Chicago & Eastern Illinois	—	—	3	—	36	—	—	18	57	74,060
C. & N. W.—C. St. P. M. & O.	—	—	45	—	114	8	—	153	320	393,550
Chicago, Burlington & Quincy	—	3	67	4	110	74	2	136	396	537,370
Chicago Great Western	—	—	9	—	68	—	—	42	119	157,680
Chicago, Indianapolis & Louisville	—	—	—	—	47	—	—	10	57	79,700
Chicago, Milwaukee, St. P. & Pac.	—	—	35	—	62	52	—	118	267	332,400
Chicago, Rock Island & Pacific	—	—	31	—	77	48	6	127	289	341,360
Clinchfield	—	—	—	—	10	—	—	—	10	15,000
Colorado & Southern	—	—	2	—	—	—	—	4	6	8,000
Colorado & Wyoming	—	—	—	—	—	—	—	3	3	3,000
Columbus & Greenville	—	—	—	—	5	—	—	2	7	8,700
Delaware & Hudson	—	—	—	—	26	—	—	32	58	71,000
Delaware, Lackawanna & Western	—	—	—	—	55	20	—	54	129	149,040
Denver & Rio Grande Western	—	—	6	—	55	48	—	37	146	190,760
Detroit & Mackinac	—	—	—	—	6	—	—	1	7	9,660
Detroit, Toledo & Ironton	—	—	—	—	—	—	—	9	9	8,200

Diesel-Electric Locomotive Units in Service on Class I Railways—Continued

Railroad	Number of Units in Various Horsepower Classes								Total	
	3000	2250	2000	1800	1500	1350	1200	1000 or Less	Units	Horsepower
Duluth, So. Shore & Atlantic	—	—	3	—	3	—	—	7	13	17,500
Elgin, Joliet & Eastern	—	—	31	—	10	—	—	107	148	167,900
Erie	—	—	12	—	119	24	—	103	258	324,340
Florida East Coast	—	—	26	—	18	—	—	—	44	79,000
Ft. Worth & Denver City	—	—	2	—	—	—	—	5	7	8,600
Georgia	—	—	—	—	3	—	—	8	11	12,500
Grand Trunk Western	—	—	—	—	22	—	—	36	58	67,390
Great Northern	—	—	13	—	114	96	—	89	312	412,240
Green Bay & Western	—	—	—	—	5	—	—	4	9	10,360
Gulf Coast Lines	—	—	2	—	36	—	—	15	53	70,250
Gulf, Mobile & Ohio, incl. Alton	—	—	13	1	134	—	—	83	231	309,080
Illinois Central	—	—	24	—	—	—	—	63	87	91,580
Illinois Terminal	—	—	—	—	—	—	—	9	9	9,000
International-Great Northern	—	—	4	—	32	—	—	15	51	69,400
Kansas City Southern	—	—	13	—	29	—	—	25	67	94,160
Lake Superior & Ishpeming	—	—	—	—	3	—	—	—	3	4,500
Lehigh & New England	—	—	—	—	26	—	—	7	33	45,660
Lehigh Valley	—	—	14	—	43	8	—	61	126	156,200
Long Island	—	—	—	—	—	—	—	41	41	32,160
Louisiana & Arkansas	—	—	3	—	22	—	—	12	37	51,000
Louisville & Nashville	—	—	28	—	5	—	—	70	103	116,360
Maine Central	—	—	7	—	18	—	—	17	42	51,280
Midland Valley-K. O. & G.-O. C.-A.-A.	—	—	—	—	6	—	—	1	7	10,000
Minneapolis & St. Louis	—	—	—	—	12	9	—	36	57	63,150
Minneapolis, St. P. & S. Ste. M.	—	—	—	—	56	—	—	18	74	100,180
Missouri-Illinois	—	—	—	—	1	—	—	1	2	2,500
Missouri-Kansas-Texas	—	—	6	—	59	—	—	17	89	117,100
Missouri Pacific	—	—	22	—	128	24	—	60	234	315,790
Nashville, Chatt. & St. Louis	—	—	—	—	30	—	—	24	54	67,580
New York Central System	—	—	89	—	193	10	—	341	633	714,460
New York, Chicago & St. Louis	—	—	11	—	—	—	—	57	68	78,380
New York, New Haven & Hartford	—	—	90	—	57	—	—	151	298	370,080
New York, Ontario & Western	—	—	—	—	7	18	—	26	51	57,700
New York, Susquehanna & Western	—	—	—	—	—	—	—	22	22	20,380
Norfolk Southern	—	—	—	—	10	—	—	8	18	20,780
Northern Pacific	—	—	—	—	68	44	8	56	176	224,000
Northwestern Pacific	—	—	—	—	—	—	—	2	2	760
Pennsylvania	22	—	187	—	180	—	—	439	828	1,049,650
Pittsburgh & Lake Erie	—	—	4	—	—	—	—	37	41	45,000
Pittsburgh & West Virginia	—	—	4	—	—	—	—	1	5	9,000
Reading	—	—	—	—	25	20	—	116	161	167,100
Richmond, Fredericksburg & Potomac	—	10	—	—	16	—	—	22	48	68,500
St. Louis-San Francisco	—	—	6	—	113	—	—	84	203	260,510
St. Louis Southwestern	—	—	3	—	—	20	—	32	55	65,000
Sacramento Northern	—	—	—	—	—	—	—	6	6	2,280
Seaboard Air Line	14	—	55	—	57	43	—	38	207	332,470
Southern Pacific (Pacific)	—	—	36	—	297	—	—	150	483	654,280
Southern System	—	—	35	—	258	70	—	146	509	686,620
Spokane International	—	—	—	—	—	—	—	8	8	8,000
Spokane, Portland & Seattle	—	—	1	—	23	—	—	25	49	60,820
Staten Island Rapid Transit	—	—	—	—	—	—	—	7	7	6,400
Tennessee Central	—	—	—	—	—	—	—	11	11	10,320
Texas & New Orleans	—	—	12	—	36	—	—	66	114	140,660
Texas & Pacific	—	—	10	—	37	—	—	22	69	97,500
Texas Mexican	—	—	—	—	2	—	—	14	16	12,560
Toledo, Peoria & Western	—	—	—	—	9	—	—	—	9	13,500
Union (Pittsburgh)	—	—	—	—	33	—	—	74	107	113,740
Union Pacific	—	—	54	6	281	—	5	167	513	712,680
Wabash	—	6	8	—	39	—	—	50	103	129,120
Western Maryland	—	—	—	—	10	—	—	20	30	30,060
Western Pacific	—	—	—	—	9	48	—	24	81	98,380
Wheeling & Lake Erie	—	—	—	—	—	—	—	4	4	4,000
Total	36	19	1,230	36	3,855	1,170	21	4,606	10,973	14,009,850

Note: Since the number of Diesel-electric locomotive units in the above tabulation were based on A. A. R. statistics, only those units, received by the railroads from the builders, that were reported to the A. A. R. as installed in 1949, were included.

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FIREMEN'S STRIKE SETTLEMENT —

A Five-Part Package

Firemen picket a Chicago engine terminal during the recent strike

The termination of the strike of the Brotherhood of Locomotive Firemen & Enginemen against all, or parts of, four major railroad systems—reported in *Railway Age* of May 20, page 205—was followed by the preparation of five separate formal agreements; i.e., a main agreement, a memorandum of understanding, a mediation agreement and two arbitration agreements, each dated May 17. By those five instruments, disposition of all of the issues which led to the six-day strike are provided for. The agreements were reached with the conciliation aid of the National Mediation Board.

Main Agreement

The main agreement restates an understanding reached by the B. of L. F. & E. with the Eastern and Western carriers in 1943, and with the Southeastern carriers in 1944, which provided that "a fireman shall be in the cab at all times when" multiple-unit Diesel-electric locomotives in high-speed, streamlined or main-line through passenger trains are in motion. Under the latest pact with the B. of L. F. & E., the original agreement is augmented with a clause that the rule "shall be strictly observed and the carriers will not permit instructions to be issued to the contrary." The new agreement provides "for the posting of notices in the cabs, or on bulletin boards, advising that violators of this rule shall be subject to discipline." The union has agreed that it will not file any claims or grievances with respect to any discipline assessed against violators.

The new agreement restates further that if compliance "requires the service of an additional fireman on [main-line through passenger trains] to perform the work customarily done by firemen, he shall be taken from the seniority ranks of the firemen," and describes a "main-line through passenger train" as one which makes "few or no stops."

The new agreement further reiterates the provision of the original understanding that "nothing contained herein requires the assignment of an additional or second fireman (helper) on straight electric locomotives in multiple-unit operation;" that "existing differentials" for mountain or desert territory shall be preserved, and that the "agreement is without prejudice to the practice of employment or nonemployment of Diesel maintainers, instructors or supervisory employees" provided that such employees will not be used to perform work customarily done by firemen.

The payment of coal-burning steam locomotive rates of pay to firemen on oil-burning steam locomotives or electric locomotives, effective August 1, is conceded to the employees. The employment of a fireman on locomotives weighing less than 90,000 lb. on drivers—the so-called "teapot" Diesels used in some yard service—is provided for on any such power installed after June 1, while the question of the rule's application to locomotives already in service is to be arbitrated.

"Budd Diesel cars, or new cars of similar type" are defined by the agreement as "'locomotives' if they weigh more than 90,000 lb. on power-driven wheels, operated either singly or in multiple," and as "locomotives" would require a fireman. The Budd RDC-1 Diesel rail car weighs less than 90,000 lb. on drivers, and when operated singly does not require assignment of a fireman. [This clause can be interpreted literally to imply that no matter how many Budd cars are coupled, running multiple-unit, no one car can be considered a "locomotive" since the weight on its power-driven wheels would remain less than 90,000; but there does not seem to be complete accord on this point.] Also excluded from the term "locomotive," as defined—and hence from the requirement for a fireman—are self-propelled machines used in maintenance-of-way, maintenance-of-equipment, stores department or construction work.

The agreement sets up a committee for handling any controversy arising out of its interpretation or application, or out of the 1943 and 1944 Diesel agreements. Ten members or representatives of the carriers conference committees which negotiated the agreement,

and the president of the B. of L. F. & E., or his representative, and nine general chairmen, will constitute the committee, and its interpretations are to be "final and binding."

Arbitration Agreements

The first of the two arbitration agreements creates a board of six members, two to be selected by the carriers, two by the union, and two neutral members to be chosen jointly. In the event the parties are unable to agree on the neutral members, the National Mediation Board shall make the selection as provided for by section 7(b) of the Railway Labor Act. The function of this board will be to obtain "a more definite determination" of whether or not the carriers have violated, or are violating, that portion of the 1943 and 1944 Diesel agreements which provides that a fireman be in the cab of Diesel-electric locomotives in main-line through passenger trains while in motion.

Should this board find that violations do exist, as the union has charged, the individual railroads will be free to adopt whatever remedial measures they deem appropriate. The arbitrators are to be named by the respective parties on or before September 5; they are to hold their first meeting on or before September 15; they shall make their award within 40 days from the date on which the last arbitrator is named—unless an extension is mutually agreed upon—and are to hold hearings in Chicago. The signatures of a majority of its members shall constitute an interpretation which both parties are bound to accept.

The second arbitration agreement creates a board similar to the first, to be named on or before December 10, to consider whether or not a fireman should be employed on the "teapot" Diesels used in switching limits. While (as noted) the main agreement provides for firemen on these locomotives if they are placed in service after June 1, the arbitration board is to rule whether they should be assigned to those now in service on which a fireman is not already being used. The carriers contend that under the 1943 and 1944 Diesel agreements, no fireman is required. This board, which also is to meet in Chicago, is to convene on or before December 15, and has 40 days in which to make its award.

The mediation agreement states formally that all matters contained in the dispute covered by the National Mediation Board's docket in this case "have been fully disposed of." The "understanding" is a formal memorandum which confirms the agreement that "All employees will be restored to service without prejudice and with seniority unimpaired. In cases of employees charged with violence, such cases will be handled in accordance with the rules of individual schedules" of the roads concerned.

The "five-part package" disposes of, or provides for the disposition of, all issues which grew out of the demands served by the B. of L. F. & E. on June 30, 1947, and of the carriers' counter proposals thereto. They were, in general, a renewal of demands—principally for an additional fireman on multiple-unit Diesel locomotives—served in May, 1939, and denied by a presidential fact-finding board in May, 1943. The renewed demands were heard by an emergency board in 1949, which found —in its report of September 19—that the firemen's claims were "devoid of merit." The union rejected the board's findings and circulated a strike vote. A strike was called against the Atchison, Topeka & Santa Fe, the Southern, and portions of the New York Central and the Pennsylvania originally on April 26, and after postponement at the request of the National Mediation Board, was made effective on May 10.

Business, industry and private consumers are among the principal sufferers when movements of coal and other essential commodities are tied up by railroad strikes

GENERAL NEWS

Ton-Mile Output Per Dollar of Wages Has Dropped 42.6 Per Cent Since 1939

I.C.C. bureau's "Comment" also discusses 1949 passenger-service deficit, and indicates how railroads are losing forwarder business

Output of gross ton-miles per dollar of compensation paid to employees of Class I line-haul railroads was 42.6 per cent less in 1949 than 10 years earlier, according to figures presented by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in the latest issue of its "Monthly Comment." As noted briefly in the *Railway Age* of May 20, the bureau also reported that last year's passenger operations of Class I roads resulted in a deficit of $649.3 million, which supplanted 1948's deficit of $559.8 million as the all-time peak.

Other articles in the "Comment" included an analysis of freight commodity statistics for 1949, and reviews of freight forwarder and motor carrier reports on last year's operations. The latter pointed up how the truckers increased their traffic, as compared with 1948, while railroad tonnage was declining.

Figures relating the wage dollar to ton-mile output showed 1949 gross ton-miles per employee dollar of compensation at 336, while the 1939 figure was 585. Thus the 42.6 per cent drop noted above. As to gross ton-miles per employee hour paid for, however, the 1949 figure—492—was up 12.3 per cent from 1939's 438. The bureau explained that it employed the gross ton-mile basis rather than the "frequently used" traffic-unit basis because the latter (representing revenue ton-miles plus twice the revenue passenger-miles) "does not take into account the movement of empty cars nor of non-revenue freight and head-end passenger traffic."

Data Covers 11 Years

The data were given for the 11 years from 1939 to 1949 inclusive. In commenting on their showing the bureau called attention to the rise, in number of gross ton-miles per employee hour, from 438 in 1939 to a peak of 511 in 1942. The average then dropped to 458 in 1946, which was "substantially below" 1941's 473 and "not greatly above" 1940's 452. The 7.4 per cent rise between 1946 and 1949 was contrasted by the bureau with the 16.6 per cent increase which occurred between 1939 and 1942.

As to the "less favorable" showing on the basis of gross ton-miles per dollar of employee compensation, the bureau had this to say: "This average declined successively each year, with a minor qualification for 1947, from a peak of 606 in 1941 to only 336 in 1949. In the post-war years this average was adversely affected by declining traffic volume and by increases in wage rates."

The figures also showed that the number of employee hours paid for reached a peak of 3,996.9 million in 1944 and declined each year thereafter to 3,019.6 million in 1949—a drop of 24.5 per cent. Meanwhile, the gross ton-miles declined 25.1 per cent. On the other hand, employee compensation, which totaled $3,858 million in 1944, increased "to an all-time peak" of $4,768.8 million in 1948 though declining to $4,419.4 million in 1949.

Thus, as the bureau put it, the 1949 payroll "was 14.6 per cent above that of 1944 despite the fact that the number of hours paid for and the gross ton-miles handled in 1949 were both about 25 per cent below the level of 1944." It also pointed out that the number of hours paid for in 1949 was only 21.3 per cent above that of 1939, while the total payroll was up 137.2 per cent.

1949's Passenger-Service Deficit

The 1949 passenger-service deficit of $649.3 million was accompanied by a freight service net railway operating income of $1,335.1 million. However, nearly half (48.6 per cent) of the latter was absorbed by the passenger loss, thus bringing the year's composite net railway operating income down to $686.5 million. This compared with a net of $1,002 million for 1948, when the passenger deficit of $559.8 million absorbed 35.9 per cent of the freight service's net railway operating income of $1,561 million.

Like comparisons for the other years back to 1936 are also shown in the accompanying table, reproduced from the "Comment." Referring to the favorable showings of the war years, the bureau recalled that this period "saw huge increases in rail passenger traffic owing to troop and related war travel, gasoline rationing and the stoppage of passenger automobile production." Also, it called attention to how the upward trend of the passenger deficits has "accelerated sharply since the war . . . despite substantial increases in passenger fares and in mail, express and other charges."

The 1949 passenger-service revenue, $1,296 million, was 9.7 per cent below 1948's $1,435 million, but passenger-service operating expenses were down only 3.1 per cent—from $1,827.9 million to $1,770.8 million. In giving these figures, the bureau explained that, "in the case of passenger and allied services for Class I roads as a whole, the 1949 operating expenses related solely to such services represented about 72 per cent of the total passenger service expenses while the remainder (28 per cent) consisted of the passenger proportion of the expenses that were common to both freight and passenger services."

NET RAILWAY OPERATING INCOME

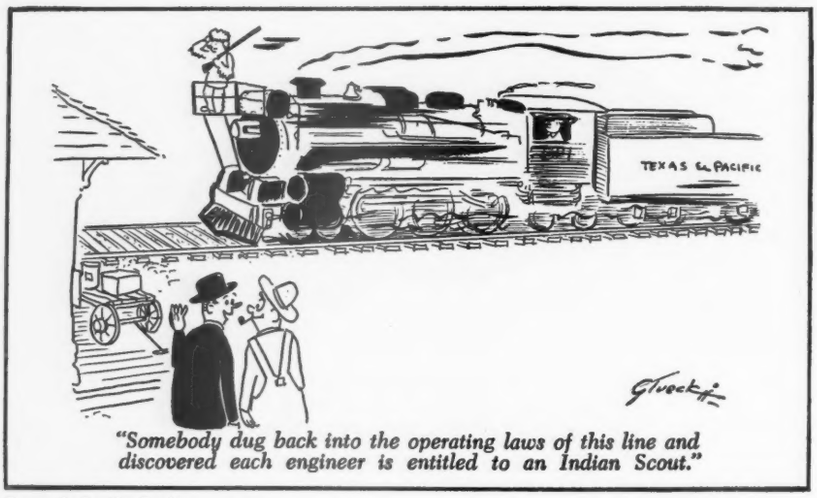
Year	Freight service Millions	Passenger service Millions	Total* Millions
1936	$891.7	d $233.3	$667.3
1937	827.1	d 241.6	590.2
1938	626.3	d 255.3	372.9
1939	837.9	d 250.9	588.8
1940	942.5	d 262.1	682.1
1941	1,223.1	d 226.1	998.3
1942	1,394.4	89.3	1,484.5
1943	1,080.0	279.8	1,359.8
1944	871.3	234.1	1,106.3
1945	620.6	230.1	852.1
1946	759.7	d 139.7	620.1
1947	1,206.4	d 426.5	780.7
1948	1,561.0	d 559.8	1,002.0
1949	1,335.1	d 649.3	686.5

*Includes relatively small amounts not related to freight or passenger services.
d Deficit

Railroads in the Western district, with a composite passenger-service operating ratio of 147.1, accounted for $290.4 million of the 1949 deficit. Next came the Eastern district where the deficit was $239.7 million and the operating ratio 126.2. The East's "more favorable showing" was attributable "partly" to increases in fares, the bureau said. The peak 1949 passenger-service operating ratio, 186.9, was in the Pocahontas region where the deficit was $36 million. The Southern-region deficit and operating ratio, respectively, were $83 million and 135.5

Figures for 35 Large Roads

The bureau's figures also showed the freight and passenger-service net railway operating incomes and operating ratios of 35 large roads for the years 1949 and 1948. These roads accounted for 84 per cent of the freight revenue and 88 per cent of the passenger revenue of all Class I roads in 1949. In both years each of the 35 roads reported deficits in net railway operating income from passenger service. Only one—the New York, New Haven & Hartford—had a passenger service operating ratio of less than 100 in either year. Its ratio was 97.97 in 1949,



"Somebody dug back into the operating laws of this line and discovered each engineer is entitled to an Indian Scout."

Texas & Pacific Topics

when its passenger-service deficit was $9.6 million; in 1948, its ratio was 92.69 and its deficit $5.6 million.

The highest passenger-service operating ratios shown were those of the St. Louis Southwestern—275.75 in 1949 and 255.34 in 1948. Two other roads also had ratios of more than 200 in both years. They were the Chesapeake & Ohio, with 1949 and 1948 ratios of 211.42 and 210.28, respectively, and the New York, Chicago & St. Louis with 205.42 and 205.71. The latter was one of the two roads with a 1949 ratio lower than that of 1948, the other having been the Atlantic Coast Line with a 1949 ratio of 124.65 as compared with 1948's 126.91. Meanwhile, the freight service operating ratio was also higher in 1949 than in 1948 for 24 of the 35 roads listed.

The largest passenger-service deficits were those of the New York Central—$49.7 million in 1949 and $48.8 million in 1948. Next came the Pennsylvania with deficits of $49.4 million and $44.7 million, respectively. The N.Y.C.'s passenger-service operating ratios were 118.21 for 1949 and 115.52 for 1948, while the P.R.R. ratios were 115.31 and 113.1, respectively. The 1949 passenger-service deficits were higher than those of 1948 for all of the 35 listed roads except four—the Lehigh Valley, C.&O., A.C.L. and Missouri Pacific. The freight service net for 1949 was smaller for 31 of the roads than in 1948.

1949 Commodity Statistics

The bureau's analysis of 1949 freight commodity statistics was based on the preliminary summary of such data which showed that Class I roads last year originated 1,227 million tons of freight and terminated 1,139 million tons. Decreases under 1948 originations and terminations were 18.6 per cent and 17.3 per cent, respectively. Gross freight revenue, before adjustment for corrections and absorptions, amounted to $7,383 million in 1949, 11.6 per cent under the previous year. The relatively greater decrease in traffic than in revenue was due "in large part" to the Ex Parte 168 rate increases, the bureau explained.

It went on to compare the 1949 and 1948 figures for 31 commodity classes which accounted for "almost 75 per cent" of the total originated tonnage and 60 per cent of total freight revenue. The comparison showed that tonnage originated in 1949 was below that of 1948 in all except five of the 31 classes, while gross freight revenue was down in all except six.

Forwarders Turn to Truck and Water Lines

Reviews of freight forwarder and motor carrier reports were based on summaries of quarterly returns made last year. Data on freight forwarders showed that 1949 payments of those agencies for line-haul motor transportation were 1.4 per cent more than 1948 payments, while payments for rail transportation were down 11.9 per cent. Forwarder payments for rail transportation were $128.5 million in 1949 and $145.8 million in 1948. Payments for line-haul motor transportation were $29.6 million and $29.2 million, respectively.

That the forwarders are turning to water transportation in a big way was also indicated by the bureau's figures which showed that the 1949 payments to water lines were 73.7 per cent above those of 1948—$1,505,552 as compared with $866,579 in 1948. The bureau calculated that the rail proportion of the total purchased transportation fell from 72.3 per cent in 1948 to 69.8 per cent in 1949, while the motor carrier proportion rose from 14.5 per cent to 16.1 per cent. The returns covered 1949 operations of 56 large forwarders, and indicated that they realized last year a net income of $1,761,905—58.8 per cent less than their 1948 net of $4,276,403.

The returns of the motor carriers showed that 1949 tonnage handled by Class I intercity truckers was 3.7 per cent above that of 1948. This the bureau suggested, "may be compared with a decrease of 19 per cent in the number of tons of revenue freight carried by Class I steam railways." The truckers' 1949 gross revenue was 10.5 per cent above that of 1948, but their expenses were up 12.1 per cent and their net income down 17.2 per cent—from $76.6 million to $63.4 million.

Class I motor carriers of passengers (intercity and local or suburban) carried 12.7 per cent fewer passengers in 1949 than in 1948. Meanwhile, the total number of passengers carried by Class I steam railroads was down 13.8 per cent. The bus lines' 1949 revenues were 6 per cent less than those of 1948, but their expenses dropped only 2.5 per cent. Thus their net income was down 36.6 per cent—from $35.8 million to $22.7 million. Their 1949 operating ratio was 91.8, compared with 1948's 88.5.

More Rail Executives Oppose Union Shop Bill

Air lines want to get from under the Railway Labor Act

Additional testimony on the pending "union shop" and "check-off" bill in the Senate was offered May 17 and May 24 as the subcommittee studying the bill heard the last of its scheduled witnesses. Among these final presentations were three by railroad management representatives, continuing that group's opposition to the bill.

Robert Ramspeck, executive vice-president, Air Transport Association, also testified before the subcommittee. Mr. Ramspeck proposed an amendment to the pending bill which would remove air lines and their employees from application of the Railway Labor Act, and would place the labor relations problems of the air lines under the labor legislation which applies to business generally.

Other witnesses appearing at the two final sessions of the subcommittee included: Daniel P. Loomis, chairman of the Association of Western Railways; P. J. Neff, chief executive officer, Missouri Pacific; and C. A. Miller, vice-president and general counsel, American Short Line Association. Mr. Neff's presentation was similar to that made before the House committee on interstate and foreign commerce where he testified May 15 on the House version of the union shop bill.

Sen. Thomas Heads Committee

The subcommittee conducting the hearings on the union shop bill (S. 3295) is a part of the Senate committee on labor and public welfare. Senator Thomas, Democrat of Utah, the subcommittee chairman, is one of the sponsors of the Senate bill. The companion bill, H.R. 7789, under consideration on the House side, was introduced by Representative Crosser, Democrat of Ohio. (See *Railway Age* of May 20, page 206, and May 13, page 59.)

At the session on May 24, Mr. Loomis said it is "unthinkable" that Congress would enact such a bill as S. 3295 into law. He added that the railway unions "have grown great because of freedom," and said that they do not need the "unnecessary and drastic power sought under this law."

Outlining his objections to the bill Mr. Loomis declared that its adoption as an amendment to the Railway Labor Act "would interfere materially with what the employees have long considered a sacred right, namely, the right of seniority." He went on to say passage of the bill would possibly stir up jurisdictional disputes between unions, would force employees to be members of more than one union in order to hold seniority rights, and "may very well result in loss of employment" in many instances.

The check-off provisions of the bill would leave employees without a choice as to whether they wish to be subject to all union fees and assessments, Mr. Loomis said, and added that employees would not have the right to resign from the union and still retain employment if they do not like the purposes for which their funds are being used. "Such funds could be used indiscriminately by the organizations and, in many cases, solely at the discretion of the officers of the organizations," he said.

R.L.A. "Not Working"

"If any amendments to the Railway Labor Act are to be considered, then the whole act should be subject to consideration and review," Mr. Loomis concluded. He said that in many respects present provisions of the act "are not working" and that there are "more strikes and threats of strikes over matters which are properly referrable to the Adjustment Board or to a neutral referee than ever before in history."

The presentation by Mr. Ramspeck, in which he urged the removal of air lines and their employees from application of the Railway Labor Act, was characterized by the remark that the air lines under the Act have been "a very small tail being wagged by a very large dog." He said the Act is "a statute carefully drawn to deal with problems of quite a different form of transportation," and that its application to the air lines has created many problems.

"The one-sided operation of the Railway Labor Act may be perfectly satisfactory for the railroads and their unions," Mr. Ramspeck said. He indicated, however, that it had led to "rather haphazard regulation of labor relations in the air transport industry," and went on to urge that the industry be taken from under the Act and placed "in the same position as business generally as far as labor relations are concerned."

Another contention by Mr. Ramspeck concerned pay for work not done. "There is little, if any, payment made by the air lines for work not performed by its employees," he said. "The railroad industry," he continued, "unfortunately is beset by agreements under which they pay for work not done. Over the years the railroads have entered into contracts with their employees which reach extraordinary results when actually applied in practice."

"The pilots on the air lines are now starting a campaign to base their work month on mileage rather than hours," Mr. Ramspeck went on. "The air lines are concerned for fear their wage and rule agreements will gradually develop on the same pattern as the railroads. While the air lines can avoid this, of course, by holding fast and refusing to agree to any such conditions, they are faced in mediation by suggestions from Mediation Board mediators that the particular rule in controversy has long been established on the railroads. That has happened before, and it will happen again."

Cites Confusion

In the matter of establishing bargaining units on the air lines Mr. Ramspeck said that the National Mediation Board has been required under the Act to follow craft or class lines. This, plus the "long established rail precedents" facing the board, has caused confusion in the organization of air line employees, he said. He cited as one example a ruling by the board which divided janitors into two classes—the ones working in the shops being in the mechanics class and the ones working in the offices being in the clerks class.

Mr. Miller of the Short Line Association appeared before the subcommittee May 17. Declaring that the union shop bill, if enacted into law, "may well be the meat upon which a Caesar could feed," Mr. Miller urged the subcommittee not to report the bill favorably. "Our association, and its members, is opposed to this bill," he said.

Would Create Difficulties

Continuing his statement, Mr. Miller said the union shop and check-off "would seriously disrupt labor-management relations on the short line railroads" by making it more difficult for them to obtain suitable employees or to promote men subject to the union requirement. He added that employees "would frequently protest" deductions from their pay under the check-off provisions, and said that many female employees who "feel that they cannot afford the union dues" would be lost. Mr. Miller also declared that the pending bill does not provide "safeguards" incident to the union shop and the check-offs "as are provided by the Labor-Management Relations Act."

Mr. Miller said the Short Line Association feels that the "high purposes" of the Railway Labor Act have not been accomplished. "We think the whole subject of the Railway Labor Act should be carefully explored by the Congress before any attempt is made to amend it in any way," he went on. "We do not believe it should be amended in piecemeal fashion. . . . We believe that the Act should be amended so as to take care of certain clearly demonstrated deficiencies in it."

Other witnesses appearing before the Senate subcommittee during the final hearings were Theodore E. Brown, representing the Brotherhood of Sleeping Car

Shown here at Winchester, Va., are the 18 persons who recently rode on the first Diesel-electric locomotive ever to run on the 18-mi Winchester & Western—a 120-ton, 1,000-hp. Lima-Hamilton unit. Included in the group are: J. E. Kerr, W. & W. engineman; Clyde Haymaker, road foreman, Baltimore & Ohio; E. H. Davidson, Jr., service engineer, Lima-Hamilton; J. G. Fosbrink, president, W. & W.; E. Johnson, B. & O.; E. E. Bowers, agent, B. & O.; Rev. William E. Eisenberg; Mrs. E. E. Bowers, chief clerk, B. & O.; Mrs. J. G. Fosbrink, secretary, W. & W.; Herbert S. Larrick, general counsel, W. & W.; J. M. Cavey, assistant trainmaster, B. & O.; Mrs. Lacey McFall, secretary, Virginia Glass Sand Corporation; H. Delmer Robinson, president, Shenandoah Valley Apple Blossom Festival; W. M. Murphy, superintendent, B. & O.; E. E. Baker, ticket agent, B. & O.; and M. P. McCoy, service engineer, Lima-Hamilton

Porters, and Joseph C. Waddy, general counsel for the International Association of Railway Employees, the Association of Colored Railroad Trainmen & Locomotive Firemen, and the Colored Trainmen of America. These witnesses supported the "principles of S. 3295, but urged that the present bill be amended to eliminate "distinctions within the crafts based on race alone."

4 Reparations Cases Heard by I. C. C.

Government offers evidence on second group of complaints

Presentation by the Department of Justice of evidence in support of the federal government's complaints in the second group of the so-called reparations cases was completed last week in 1½ days of hearings before the Interstate Commerce Commission. The hearings, in Washington, D.C., were conducted by the commission's Division 4, consisting of Chairman Mahaffie and Commissioners Rogers and Mitchell.

Four cases were involved. Like 13 other pending proceedings, they arose out of complaints whereby the federal government is seeking to recover alleged overcharges which it claims the railroads assessed on its shipments of various commodities during World War II.

The four cases are: No. 29572, wherein the complaint assails tariff regulations and practices under which crated automobiles moving from origins in Central Freight Association Territory to Gulf and South Atlantic ports for export were denied commodity rates applicable to "boxed" automobiles; No. 29917, wherein the complaint assails domestic rates paid on transcontinental shipments of combat vehicles; No. 29926, wherein the rates paid on shipments of wooden pallets are attacked; and No. 30076, wherein the complaint assails charges paid on shipments of materials and supplies which were stored in transit at Marietta, Pa., and Guilderland Centre, N.Y.

More Hearings Soon

The commission has already concluded its hearings on five of the other complaints (see *Railway Age* of March 25, page 64). The remaining eight cases have been divided into two groups of three and five with hearings scheduled to begin June 13 and July 24, respectively.

At last week's hearings, held May 15 and 16, the Justice Department offered evidence embodied in 20 statements and several exhibits submitted by 15 witnesses. The principal witness was George N. Sabin, a transportation rate analyst on the department's staff, who offered its basic testimony in three of the four cases, i.e., those relating to crated automobiles, combat vehicles, and commodities moving through Marietta and Guilderland Centre. The principal testimony in support of the complaint against rates on wooden pallets was that of James B. O'Toole, also a transportation rate analyst on the department's staff.

Mr. Sabin's testimony in the crated-automobiles case indicated that these automobiles moving from C.F.A. origins to Gulf and South Atlantic ports took rates ranging from $1.02 to $2.05 per 100 lb. The commodity rates on "boxed" automobiles, which the government is seeking, ranged from 55 cents to 70 cents.

Mr. Sabin presented evidence to support a contention that it is the "usual and customary" practice of the railroads to apply the same rates for like movements of like commodities "whether crates or boxes are used for packaging." His testimony also showed that the railroads offered to accord the government a so-called section 22 rate on the "boxed" basis with a retroactive adjustment, provided land-grant deductions would not also apply. The Army declined to accept the proposition—"not only because it would have precluded land-grant deductions, but because the period covered was not sufficiently retroactive."

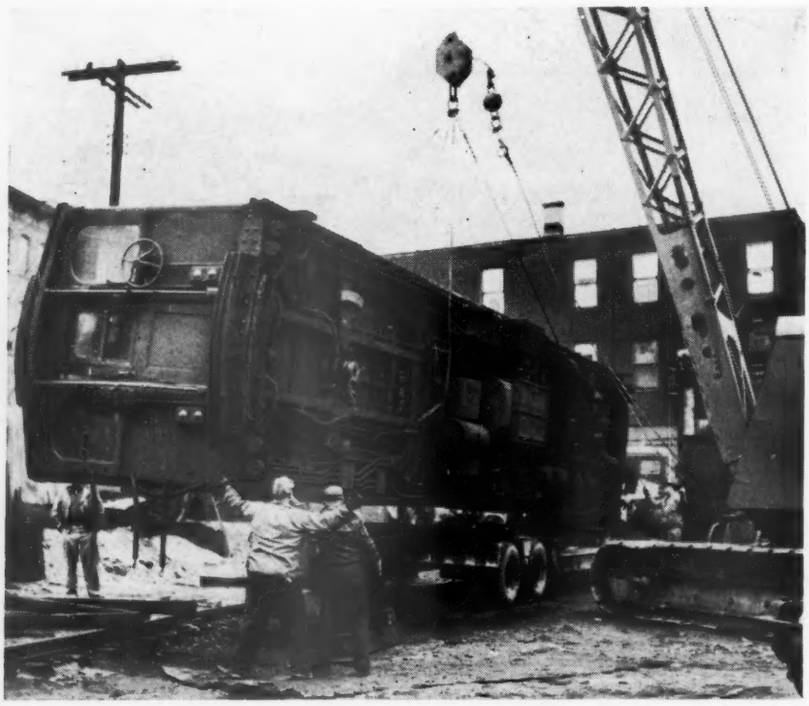
Meanwhile, Mr. Sabin pointed out that the government succeeded in obtaining the "boxed" rate for crated automobiles moving from C.F.A. origins to Pacific and North Atlantic ports for export. And he said that the carriers serving the South Atlantic and Gulf ports published like tariffs, effective during October and November, 1946, "which was subsequent to the final repeal of the land-grant statutes, and also subsequent to the preponderant movement of the automobiles."

In the combat-vehicles case, Mr. Sabin's statement showed, the government was assessed rates ranging from $2.02 to $3.17 per 100 lb., as compared with a range of $1.54 to $2.33 for which it is contending. The latter were rates maintained on shipments of what the government considers comparable equipment, i.e., grading or road-making implements, cranes or derricks and machinery or machines.

Lumber "Cut to Size"

Railroad counsel's cross-examination of Mr. Sabin as to what rates and "combat vehicles" were involved in this case resulted in an understanding whereby the Justice Department attorneys agreed to submit a list of the vehicles covered. It was agreed that the rates on any vehicle not on the list would not be considered in issue. As Mr. Sabin had stated it generally, the complaint "involves domestic traffic only" and assails "rates and ratings . . . on eastbound and westbound transcontinental shipments of combat vehicles made by complainant from January 1, 1942, to and including December 31, 1947."

Mr. O'Toole's statement in the wooden-



One of the Hudson & Manhattan's oldest cars being hoisted aboard a truck for removal to a scrap yard. Fifty vintage-1908 cars, long since replaced in service, were removed from the Henderson Street yards, Jersey City, N. J., to make room for construction of a $650,000 car repair shop. The new shop, part of a system-wide modernization program (see *Railway Age* of November 26, 1949, page 60), will be erected by the H.R.H. Construction Company of Jersey City. It is scheduled for completion by the end of 1950

pallets case was a presentation designed to show that the rates on the government's shipments of pallets should have been on the same basis as the "substantially lower" rates applied to "lumber and related articles." Supporting Mr. O'Toole's testimony was a statement by John E. Williamson, chief of the Purchases Branch in the Procurement Division of the Army's Office of Chief of Engineers. Mr. Williamson, who said he had been engaged in purchasing lumber since 1922, called pallets "merely pieces of lumber, cut to size and bundled."

Another witness in this case was Russel A. Moody of the Navy's Materials Handling and Warehousing Branch, whose testimony suggested that the government's use of pallets was of benefit to the railroads. "The use of the pallet," he said, "was necessary to reduce turn-around time for rail equipment. The number of man-hours required to handle 100 tons of unitized cargo was compared with the number of man-hours required to handle the same tonnage of loose cargo. The results show a net saving of 479 man-hours in favor of the palletized unit load system."

Storage-in-Transit Case

The complaint in the Guilderland Centre-Marietta case assails rates on numerous commodities moving through these storage-in-transit facilities during the period when the Ex Parte 148 increases were suspended. It is the government's contention that the railroads' failure to suspend the increases on the listed commodities was not justified by the exemption proviso of the I.C.C.'s suspension order on which the carriers relied. Reparations in the amount of the Ex Parte 148 increases are sought on shipments which moved during the suspension period.

That was from May 15, 1943, to June 30, 1946, while the exemption proviso on which the railroads relied was that wherein the commission stipulated that its suspension order would require no reduction at that time in rates which had been established at the request of government agencies at levels "considerably below the normal basis," or upon a basis "lower than reasonable or normal levels as compared with rates made or established for movements of freight for shippers generally in the same territory." The facilities at Marietta and Guilderland Centre are Army holding and reconsignment depots, served by the Pennsylvania and New York Central, respectively.

Mr. Sabin's testimony in this case was an undertaking to show that the assailed rates did not qualify for exemption from the Ex Parte 148 suspension order, because they "had not been established at levels 'considerably below the normal basis' . . ." Testimony to the effect that the storage-in-transit facilities were of benefit to the railroads was offered by two other witnesses in this case—W. Oliver Glenn, former transportation officer at Marietta, and Coburn E. Wing, former traffic manager at Guilderland Centre.

"The [Marietta] depot," Mr. Glenn said, "served to avoid congestion of freight and rail equipment at the ports and afforded a means whereby freight cars were promptly released for other use. In this way this depot, and others similar to it, took the place of storage-on-wheels, such as occurred during World War I. The depot served to increase greatly the available rail equipment for transportation."

Of the Guilderland Centre facility, Mr. Wing said it allowed railroad equipment to be "immediately" unloaded; placed car detention "at a low minimum"; prevented railroad sidings and yards from becoming congested; made railroad equipment available for "vital loading areas"; and enabled the carriers "to handle more tonnage with increased revenues."

Emergency Would Find RRs Ready—Faricy

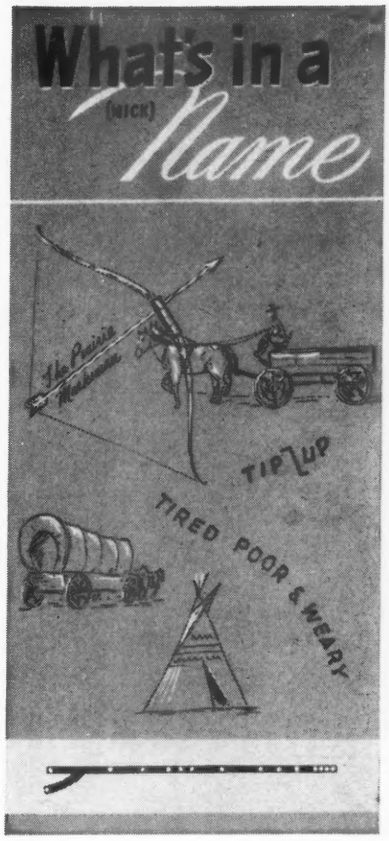
A. A. R. president discusses car supply; Johnson "apprehensive"

President William T. Faricy of the Association of American Railroads this week told the Senate's subcommittee on domestic land and water transportation that he has "no real doubt of the ability of the railroads to handle successfully their part of any emergency that may come," because they are "more nearly ready for emergency today than they were at the time of Pearl Harbor." Mr. Faricy's statement of May 23 came a week after Chairman J. Monroe Johnson of the Interstate Commerce Commission told the subcommittee that he has "long been apprehensive" about the car-supply situation, and recommended, as he has before, that the government purchase and stockpile freight cars as part of its defense program.

The subcommittee, a unit of the Senate committee on interstate and foreign commerce, is headed by Senator Myers, Democrat of Pennsylvania. The Faricy and Johnson statements were made at public hearings which the subcommittee is conducting in connection with studies it is making pursuant to Senate Resolution 50.

Advocates 2,000,000-Car Fleet

While Colonel Johnson conceded that his warnings might "overemphasize the situation," he nevertheless insisted that, in his opinion, there should be a serviceable freight-car fleet of 2,000,000 cars. To the extent that the railroads do not maintain their serviceable ownership at that figure, he said, the government should acquire cars. Such government-owned cars, he continued, should be available for sale or lease to the railroads, but he would have no element of "subsidy" in the sale and lease arrangements.



On the theory that "no one can laugh at you as long as you laugh with them," the Toledo, Peoria & Western has just issued a two-color, six-page folder, the cover of which is reproduced here, giving the history of some of the many nicknames by which the road has been known since it was first chartered, as the Peoria & Oquawka, in 1849. The folder also gently suggests that the road's present record justifies use of such complimentary pseudonyms as "The Prairie Marksman," the "Tried, Proven & Worthy" or the "Tough, Powerful & Willing"

To reach this two-million-car objective by 1953, meanwhile "completely" liquidating the "backlog of deferred retirements," would require additions to the fleet of 85,000 cars in 1950 and 160,000 in 1951 and in 1952, the I.C.C. chairman said. Also, some 1953 production at the 160,000 annual rate would be required. The proposed program, "is feasible from the standpoint of the production capacity of private carbuilders' shops and the railroad-owned shops," Colonel Johnson added, suggesting, however, that some special arrangements for steel supplies might be necessary.

As indicated above, President Faricy of the A.A.R. took the position that the railroad freight car supply is larger and that the effective transportation capacity of the railroad plant is greater now than it was at the time of Pearl Harbor. He pointed out that it is not merely the number of cars available which determines how much transportation service the rail-

roads can turn out under any given set of circumstances, but rather the character of the railroad plant as a whole and the nature of the use made of that plant.

The aggregate capacity of railroad freight cars, Mr. Faricy said, has increased by 11 per cent in the 10 years since World War II began in Europe in 1939. So far this year, he went on, about 35,000 new cars have been ordered, which, added to those already on order, gives a backlog of about 43,000 cars.

"But," the A.A.R. president continued, "the improvement in freight car supply condition since the beginning of the Second World War and since Pearl Harbor is only part of the gain in effective transportation capacity. In the last 10 years, the railroads have laid 13 million tons of new and heavier rail. They have extended and improved their communications network. They have improved their signal systems, including the addition of 9,600 miles of automatic block signals. They have enlarged and mechanized their yards and terminals. They have added 1,700 new and more powerful steam locomotives and 10,200 new units of Diesel-electric locomotive power."

Explaining how World War II's traffic was handled by the railroads, Mr. Faricy said that the "gap between the increases in traffic and available cars was bridged by greater and more intensive car utilization." He added that "the same methods and the same shipper and governmental cooperation which were so effective in more than doubling the load carried from 1939 to 1945 can be applied and will be applied again, if need arises."

The railroads "have been brought to their present state of comparative readiness by huge capital expenditures, amounting in the past decade to more than seven billion dollars," the A.A.R. president also said. He went on to explain that these improvements "have been financed, for the most part, out of reserves, depreciation charges and earnings rather than by the investment of new capital in the industry."

Earnings "Matter of Public Concern"

This brought Mr. Faricy to his discussion of railroad earnings. He called the earnings inadequate, noting that the return on net invested capital averaged "only 3⅓ per cent" in the four years since the war—"despite high levels of business activity and railroad traffic." It is a "matter of public concern" to find that situation in an industry "which is and will continue to be essential, and which is operated with increasing efficiency," Mr. Faricy suggested.

"The reasons," he continued, "are in the war and post-war distortions of the relationship between major elements of expense and the rates and fares which the railroads are able to charge, and in the handicaps imposed by the unequal application of public policies as among the several forms of transportation."

The A.A.R. president concluded with an expression of his hope that the subcommittee's studies will result in "suggestions for remedies which will help to bring about a more equitable adjustment." When that comes, he added, "nobody will worry about whether or not the railroads will buy enough freight cars."

Previously, Mr. Faricy had said of the railroad industry's position with reference to freight car supply that it "is not one of complacent satisfaction with either the present or prospective situation." He then added: "Neither is it one of anxious alarm. Rather, I should describe it as one of reasoned concern that there shall be within the industry such conditions as to traffic, operating costs and earnings as will make it possible for the railroads to continue doing what they know they are capable of doing—that is, to meet the essential needs of commerce and the vital demands of defense."

Mentions Other Proposals

Also, the A.A.R. president called the subcommittee's attention to the railroad industry's request for tax relief to permit accelerated depreciation of one-half the cost of depreciable property over a period of not less than five years following acquisition; and to permit the deduction from gross income for purposes of taxation up to 25 per cent of net income computed without benefit of such deduction, provided the amount be placed in a separate reserve fund and devoted to capital expenditures. Both proposals have been presented to the House committee on ways and means, Mr. Faricy said.

Colonel Johnson's statement was a comprehensive review of the freight car situation, as he sees it in the light of his experience as the I.C.C. commissioner in charge of the commission's Bureau of Service and as director of the former Office of Defense Transportation.

"No preparation for war," he said, "is any more important than the building of box cars. This nation is betting $35 billion a year that we're going to have a war pretty soon. If war comes, none of the things being bought will be any good without freight cars."

Senator Bricker, Republican of Ohio, who is a member of the subcommittee, suggested that cars acquired for emergency use would be surplus in time of peace. "If you don't build them before war, you won't build them during war," Colonel Johnson replied. Later on, he said: "When war comes, the government pays for planes and ships while the railroads pay for freight cars. You can't compete with the government for materials."

Meanwhile, the colonel had presented figures which made it "abundantly clear" to him "that a state of readiness commensurate with the needs of the national defense is woefully lacking in the rail freight car situation." Studies made during the past few years, "both within and without the government," he also said, were in "general agreement of the immediate need for a high level of production of freight cars."

Senator Bricker raised a question as to the ability of the railroads to finance the car program recommended by Colonel Johnson. The latter thought the carriers could finance enough cars to keep abreast of peacetime needs, "if they wake up a little." Meanwhile, he conceded that strikes "have cost a lot of money," and he thinks the railroads have been a "little discouraged" about competition.

Asked by Senator Bricker if he had any suggestions as to how the financial situation of the railroads might be bettered, the I.C.C. chairman replied that he was "not an expert" in the field of railroad finance. He did venture to suggest, however, that it will take a "great deal of thought" to improve railroad earnings, that the passenger-service deficit, for example, is "not a simple matter."

At the May 18 session of its hearings, the subcommittee received a presentation from John A. Hastings of Great Neck, N. Y., the former New York state senator who started several years ago advocating "postalization" of railroad fares. Mr. Hastings laid his "postalization" plan before the subcommittee, and recommended that it be underwritten for an "experimental" period of seven years by a government corporation with capital of $500 million.

Mr. Hastings also showed the subcommittee a working model of what he called "a new mass transportation system for the economic age ahead." As indicated by the model, the system's tracks would be on elevated structures, and would consist of an upper and lower rail between which the train would be "locked." Electric power, transmitted from the upper rail, would be used.

"This system," Mr. Hastings said, "will achieve, with absolute safety, speeds of 150 m.p.h. Such operation should be of incalculable value to the future defense of the country. It would permit the most rapid dispersal of our great centers of population. It will make for the more rapid movement of raw materials and finished products, not only at a lesser rate, but also at less cost of time. . . . It will create a new industry. It will eventually provide for replacement of our rapidly obsolescent surface mass transportation system by one which will be relieved of ground encumbrances, grades and curvature. In its installation topographical differences will present no problem."

Senate Blocks Truman Plan to Revamp I.C.C.

Fleming named undersecretary of commerce

The Senate on May 17 killed President Truman's proposal to vest in himself the authority to designate the Interstate Commerce Commission's chairman while making that official responsible for the internal administration of the com-

mission. Two days later, on May 19, the Senate refused to disapprove another Presidential plan which provides for a new undersecretary of commerce for transportation and abolishes the United States Maritime Commission, dividing its functions between two new agencies of the Department of Commerce—a Federal Maritime Board and a Maritime Administration.

Following through promptly to consummate the approved plan, the President on May 24 sent to the Senate his nomination of Philip B. Fleming for the position of undersecretary of commerce for transportation. The appointee, a retired major general, has been chairman of the Maritime Commission.

As the President explained in proposing the plan, the new undersecretary will assist the secretary of commerce "in the direction and coordination of the transportation activities now centered in the department." In addition to the new merchant-marine set-up, such activities include those of the Civil Aeronautics Administration, the Bureau of Public Roads, and the Inland Waterways Corporation, operator of the Federal Barge Lines. It is the President's purpose "to look to the secretary of commerce for leadership with respect to transportation problems and for the development of over-all transportation policies within the executive branch," Mr. Truman also said in his message proposing the plan.

Votes Were Topheavy

The vote to disapprove the I.C.C. reorganization was 66 to 13, while the proposal to block the Maritime-Commission revamp was voted down, 59 to 14. As noted in the *Railway Age* of March 18, page 50, the President submitted the plans March 13 under the Reorganization Act of 1949, which provides that such proposals will become effective 60 days after their submission unless the Senate or House passes a resolution disapproving them. Due to recesses of Congress, May 23 was the deadline for action on resolutions relating to the plans submitted March 13.

The proposal to strengthen the I.C.C. chairmanship was in line with a recommendation of the (Hoover) Commission on Organization of the Executive Branch of the Government, but the Hoover group did not recommend appointment of the I.C.C. chairman by the President. The I.C.C. is on record against proposals to strengthen its chairmanship, while the President's plan was opposed by the Association of American Railroads, American Short Line Railroad Association, Transportation Association of America, Association of Interstate Commerce Commission Practitioners, American Trucking Associations, Freight Forwarders Institute, and railroad labor organizations.

The resolution which the Senate adopted to reject the plan was S. Res. 253, sponsored by Senator Johnson, Democrat of Colorado, who is chairman of the Senate committee on interstate

(Continued on page 50)

New Jersey Cuts Truck Axle-Weight Limits; Increases Overloading Penalties and Registration Fees

What is believed to be the first actual statutory *reduction* of truck axle-weight limits ever enacted in any state was passed by the New Jersey legislature on May 17.

As shown by the following tabular comparison, the new law sets an axle-weight limit of 22,400 lb., with permissible 5 per cent tolerance, against a former limit of over 34,400 lb.; retains the old maximum-weight limit of 60,000 lb.; makes a small increase in truck registration fees, estimated to produce about $2,250,000 per year in additional revenue, and establishes unusually severe penalties for overloading. In addition to possible revocation of license, the law makes the owner and driver jointly liable for any damage to posted roads or bridges resulting from operation of a truck over the posted limits, and permits the state or local agency responsible for a damaged road or bridge to sue for recovery of damages. Similar joint liability and recovery provisions are also included in a new law recently passed by the New York legislature. While the new weight limits still are substantially above those now or formerly in effect in many other states, all other laws on the subject represent either increases from limits previously in effect or original establishment of limits in states where no statutory weight previously existed. The latter was the case, for example, with Kentucky's 18,000-lb. gross weight law of 1932, which has since been substantially increased.

The new New Jersey law was sponsored by the state administration, including the governor and the highway and motor vehicle departments. It was vigorously supported by an overwhelming majority of the state's newspapers and by various groups of automobile owners. It was opposed by operators of large trucks, and by some truck manufacturers and by oil companies. Even though the bill makes no reduction in gross weight limits and only a modest increase in registration fees—which will still be well below the national average—it was nearly defeated by what the press termed "a powerful and heavily financed big-truck lobby." "Nothing short of tremendous public pressure," said the Newark News editorially, "generated the momentum to break the back of the trucking lobby's resistance."

The new law becomes effective January 1, 1951, except that New Jersey trucks registered or purchased before March 1, 1950, have until March 31, 1955, to comply with weight limits. The legislature also appropriated $128,000 for scales to be used in enforcement of the new law.

Weight Limitations—Lb.

	Old Law	New Law
Single axle limit	34,400-plus	22,400*
Tandem axle limit (less than 96 in. apart)	60,000	32,000
Gross—2-axle, 4-wheel single truck	30,000	30,000
Gross—3-axle, 6-wheel single truck	40,000	40,000
Gross—all combinations	60,000	60,000
Gross—practical heaviest combination (with 5 per cent weight tolerance)	60,000	63,000

*With 5 per cent tolerance, practical axle limit, new law, is 23,520 lb.

Penalties for Overloading

First offense	Not more than $100	Not less than $200 Not more than $500
Second (or subsequent offense)	No provision	Not less than $500 Not more than $750
		Possible revocation of license. Dumping on spot of excess load. Liability of owner and driver jointly for road and bridge damage if over posted road or bridge weight limits.

Size Limitations

Width	96 in.	96 in.
Height	12 ft. 6 in.	13 ft. 6 in.
Length:		
Single-unit truck	35 ft.	35 ft.
Tractor-semi-trailer combination	45 ft.	45 ft.
Truck-trailer combination	50 ft.	50 ft.

Examples of Changes in Registration Fees

Gross weight of vehicle with load (lb.)		
10,000	$ 39	$ 50
20,000	84	110
30,000	134	180
40,000	204	240
50,000	218	260
60,000	268	360

(Compiled by New Jersey Motor Vehicle Commissioner)

and foreign commerce. The principal argument of senators opposing the plan was that it would effect a transfer to the President of control over an agency which "was established as an arm of the Congress."

Among those expressing that view was a former member of the Hoover Commission, Senator McClellan, Democrat of Arkansas. He called upon the Senate to adopt the disapproving resolution and thus "serve notice that this body wants reorganization for economy and efficiency, and not for the purpose of permitting the executive branch to grab more and more power."

The Maritime Commission reorganization, which the Senate refused to block, will assign to the proposed new Federal Maritime Board all present commission activities relating to regulation and grants of subsidies to water carriers. The new Maritime Administration will get the commission's other functions, including the carrying out of the subsidy agreements and the administration of various ship-operating programs.

The board will consist of four members appointed by the President with the advice and consent of the Senate. The chairman of the board will be designated by the President; and he will also be, ex officio, the maritime administrator and, as such, the head of the Maritime Administration. The plan "guarantees" the independence of the board in the performance of its regulatory functions, but it will be subject to "general policy guidance by the secretary of commerce," in performance of its subsidy functions, the President said.

Mediation Board Begins Work On Switchmen's 40-hr. Case

The National Mediation board began a series of mediation conferences in Washington, D.C., this week in an undertaking to avert the strike which the Switchmen's Union of North America has called against 11 western railroads. The dispute involves the union's demand for a 40-hr. week for its members, and the strike, originally set for May 23, has been postponed until June 1 at the request of N.M.B. The general movement for a 40-hr. week for yardmen, and like demands of the Brotherhood of Railroad Trainmen and Railroad Yardmasters of America are pending before an emergency board. This board is comprised of the same personnel as a board appointed by President Truman to investigate the dispute involving members of the Switchmen's Union.

The latter brought its case to the strike-threat stage after it refused to agree to an extension of time which would permit the emergency boards to pass upon all three cases at the same time. Faced with this refusal, the board filed with President Truman a report recommending that the Switchmen's members be accorded the same treatment as may be accorded yardmen represented by the B. of R. T. as a result of the report to be issued after full hearing of that case. (See *Railway Age* of April 29, page 66.)

The mediation conferences in Washington began on May 23, and were still being held when this issue went to press. Chairman Francis A. O'Neill, Jr., of N.M.B. said on May 24 that he was "hopeful" about the outcome. Neither the management nor union representatives were making any statements, but it was learned that no joint meetings of the parties had been held during the first two days of the mediation sessions.

Background of Dispute

[The Association of Western Railways has recently released a summary of the negotiations in the switchmen's controversy which is so clear and concise that *Railway Age* reproduces part of it herewith.—EDITOR]

This strike threat is a reckless drive for prestige—an attempt by one small union to outsmart and outdo a big rival union.

On the one hand is the Switchmen's Union of North America. It represents less than five per cent of the "ground" men (not yard engineers and firemen) employed in yards throughout the country. The big union is the Brotherhood of Railroad Trainmen which, besides representing freight and passenger trainmen and several other classes of employees, also represents about 95 per cent of all ground yard employees. A relatively small number of yard employees are represented by the Order of Railway Conductors.

The railroads involved are caught in the middle.

For they—along with all of the other major railroads of the country—are in a case with the trainmen and conductors currently before a presidential fact-finding board at Chicago. This case involves both yardmen and train service employees. The yardmen's demands in both the trainmen-conductor case and the switchmen's case are almost identical.

The switchmen—the small union—refused to cooperate with the fact-finding board named by President Truman to hear its demands. This is unprecedented. The board is the same one that was already hearing the demands of the trainmen and conductors—obviously named because the issues were the same. It would be silly to have two fact-finding boards handling cases involving the same demands by the same classes of employees.

The President's board obtained agreement of the trainmen, conductors and the railroads to handle the switchmen's demands simultaneously with the demands of the other two unions. The switchmen rejected this offer. They also refused to agree to the extension of time which such an arrangement would necessitate. The trainmen and conductors and the railroads had agreed to such an extension. Having come in last, the small union insisted on the right-of-way so that it could come in first with its decision.

The President's fact-finding board thereupon "recessed" the switchmen's proceedings. At the end of the 30-day period provided by law, it filed its report (on April 19) with President Truman. The board reported that the switchmen had refused to present any evidence or testimony and recommended that whatever treatment was accorded the yard employees represented by the trainmen and conductors should also be accorded the yard employees represented by the switchmen's union. The 30-day "cooling off" period which the law provides, expired May 19

Demands Listed

The switchmen's union demands a 5-day, 40-hour week; a 44 per cent increase in the basic daily wage rate; double time for work in excess of 8 hours per day, five days a week, and on Sundays and holidays; and other miscellaneous wage increases. Overall demands would be equivalent to a wage increase of approximately 50 per cent.

Railroads represented by the Western Carriers' Conference Committee in turn demanded 10 rules changes to eliminate featherbedding and restrictive operating practices.

The Board in reporting to President Truman said: "The refusal of the Switchmen's Union of North America to cooperate with the board in the instant case rendered such an investigation impossible." The board recommended: "If no further hearings be held, the same treatment shall be accorded employees represented by the Switchmen's Union of North America as may be accorded the yard employees represented by the Order of Railway Conductors and the Brotherhood of Railroad Trainmen insofar as the proposals for the 40-hour work week and any other identical issues are concerned.

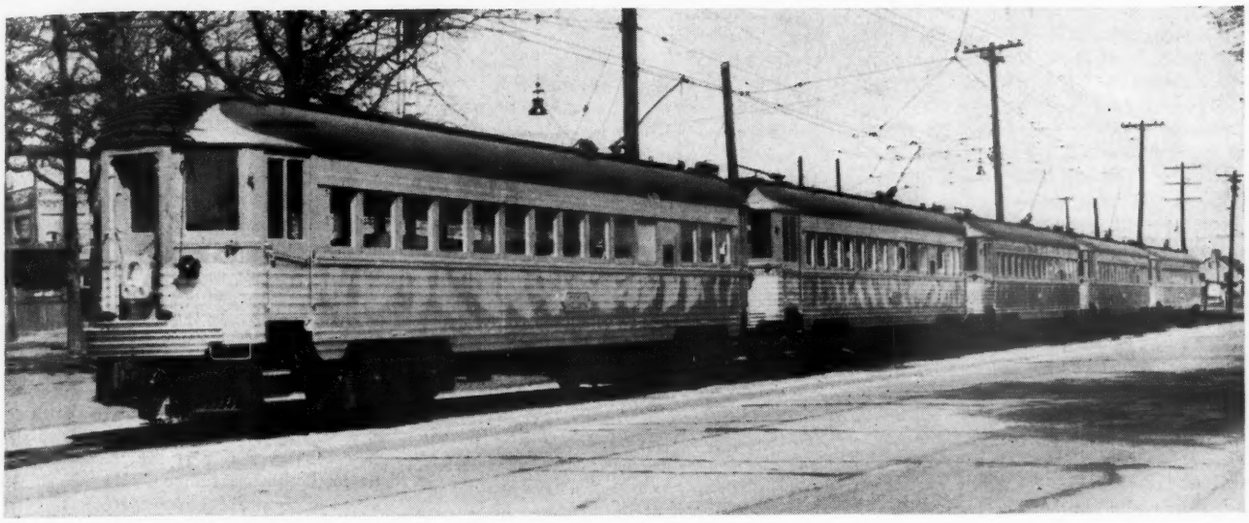
"With regard to the issues which are not identical, but similar, adjustments of the same general character shall be made insofar as is possible within the framework of the requests. Different treatment cannot be accorded these groups of yard service employees without seriously disrupting established wage and rules relationships and generally disturbing labor relations on the railroads."

North Shore Launches Electric "Silverliner"

The Chicago North Shore & Milwaukee's new five-car, electric, multiple-unit train, the "Silverliner," was placed in daily service between Milwaukee, Wis., and Chicago, 89 mi., following a two-day preview exhibition tour on May 16 and 17. The equipment was placed on display at Milwaukee, Racine, Kenosha, Waukegan and Chicago, where it was inspected by government and business leaders as well as the general public, including groups of school children "let out" for the occasion. The new train is in "limited" service, making three round trips daily.

Modernized from standard-weight steel cars at a cost of about $7,000 a car by the road's Highwood, Ill., shops, the new train has skirted sides which are finished, below the window sills, in two tones of silver gray. A special, air-brushed shading gives the appearance of silver fluted siding, while a heavy metal plate, bearing the "North Shore Line" herald is mounted below the center window, adding to the third-dimensional effect. The top half of each car is a brilliant red with a wide silver stripe. Under-gear and trucks are finished in gun-metal gray and the roof is painted a "soft" gray.

The interiors, almost entirely rebuilt,



The "Silverliner," the North Shore's newly modernized train, leaving the road's Highwood, Ill., shops for a two-day exhibition tour before entering Chicago-Milwaukee service

feature electrically operated forced-air heating and ventilation. Individual seat illumination is provided by recessed ceiling lights. Sofa-type seats are covered with simulated needlepoint material in a deep wine color, while the walls are finished in several tones of turquoise. Mottled gray floors are enlivened by red center runners with a black border; black is also used for the window sills. Large photo murals in each car depict attractive scenes in five of the larger cities served by the railroad. Stainless steel, satin finished, is used extensively throughout the interiors.

Company spokesmen said modernization of approximately 20 additional cars is contemplated, and that, when completed, the program would permit operation of "Silverliner" or streamlined "Electroliner" equipment (built new in 1941) on all limited trains in Chicago-Milwaukee service.

Loomis Discusses Pending Bill to Outlaw Strikes

Appearing before a Senate subcommittee May 23, Daniel P. Loomis, chairman of the Association of Western Railways, enlarged upon his views in support of the Donnell anti-strike bill. A statement by Mr. Loomis endorsing the bill (S. 3463) was presented to the subcommittee May 11, but not by Mr. Loomis personally. He had been unable to attend the hearings at that time because of the firemen's strike. (See *Railway Age* of May 20, page 208.)

At the May 23 session, Mr. Loomis was scheduled to testify on the so-called "union shop" and "check-off" bill (S. 3295). Before beginning that presentation, however, he was questioned at length on the anti-strike bill by Senator Lehman, Democrat of New York, and Senator Donnell, Republican of Missouri, both members of the subcommittee conducting hearings on both pending bills.

"Amendment of the Railway Labor Act has been under discussion in the industry for three years," Mr. Loomis told the subcommittee. He added that in his opinion the Donnell bill "should be passed by Congress" with provisions in it to make unlawful any strike or lockout in the railroad industry.

Senator Lehman, who termed the bill "an extremely revolutionary proposal," asked Mr. Loomis how he would reconcile his view with respect to compulsory arbitration, as contained in the Donnell bill, with the view that government should stay out of business. Mr. Loomis replied that, as far as railroads are concerned, it is not a question of whether the government will interfere, but whether it will be done "in an orderly manner or on a catch-as-catch-can basis." He continued by pointing out that the government has intervened in railroad labor matters since 1888, and called the Adamson Act, which required the railroads to adopt the 8-hour day, a case of "compulsory arbitration" by Congress.

Mr. Loomis then went on to tell the subcommittee that the railroads feel they have had "compulsory arbitration" for years through their willingness to abide by emergency board decisions. He said the experience of the past 10 years, when the operating crafts have turned down emergency board recommendations "almost as a matter of course," has caused railroad officers to support the present bill.

At another point in the questioning, Senator Lehman asked if the compulsory features of the bill would not constitute "a long step" toward the possibility of government ownership. Mr. Loomis said he believed that frequent railroad strikes constitute a greater danger.

The question of whether the Donnell bill should apply to all forms of transportation or just to the railroads was also discussed, and Mr. Loomis said that as long as the railroads are running, the nation can get along during a strike affecting other types of carriers. He said the need to avoid interruptions in service "is not nearly so urgent with other forms of transportation as with the railroad industry," and said that a nationwide railroad strike would bring on "utter chaos and hardship" within a very few days.

Questions by Senator Donnell were in part concerned with present strike threats in the industry. Mr. Loomis said there were at least four possibilities of widespread work stoppages in the near future, including the switchmen's strike now set for June 1. He added that this "recurring crisis" in the industry had forced management to seek a means of preserving peace, and the "principle" contained in the Donnell bill "is the only way we can think of."

Senator Lehman noted that the provision in the bill for outlawing strikes was not limited, and strikes on a terminal company, "in a purely local situation," would be unlawful. In this connection, Senator Donnell commented that to have written the bill otherwise would require a ruling of what constitutes "national interest," and Mr. Loomis added that such a local strike would "create an emergency" in the community where it occurs.

Shippers Look at GAEX Car At "Railroad Economics Dinner"

Some 100 of the nation's leading industrial traffic managers and others connected with transportation were guests of the General American-Evans Company at a "railroad economics dinner" in New York on May 23 on the occasion of the "unveiling" of the D-F box car designed for lease to railroads (described in *Railway Age* of April 22, page 43, and May 13, page 48). It was announced at the dinner that the Pennsylvania will lease the first 100 cars and try them out "to develop their possibilities and determine, in actual service, how they perform and their potentials for the future." It was further revealed that negotiations have been concluded for leasing D-F cars to

the Gulf, Mobile & Ohio, the Chicago, Burlington & Quincy, the Boston & Maine, the Chicago & North Western, the Chesapeake & Ohio, and the Southern Pacific.

In a short informal talk, J. M. Symes, vice-president—operations, of the Pennsylvania, expressed the belief that the D-F car will go far in meeting what he considered the three most important challenges to the railroad industry: (1) competition of subsidized carriers; (2) necessity of increasing earnings per car-mile; and (3) importance of moving goods free of transit damage.

Asserting that "any railroad would be a sucker to own a D-F car and rent it out at $1.75 a day," Lester N. Selig, chairman of the board of General American Transportation Corporation, declared that provision of a box car which possesses the loadability and stability lacking in the conventional car "presupposes leasing." The railroads can afford to give shippers what they ask for, he said, if an adequate mileage rate is assessed for use of the car off-line.

Sees More Mileage from D-F Cars

He visualized that General American-Evans will get more mileage out of the leased D-F cars than the railroads get out of their own cars "because we specialize in that business; we pay attention to cars; we turn them around and get them under load as fast as possible." G.A.-E., he added, wants as few D-F cars in service as possible, because high utilization means more profit for it and for the railroads. There is no magic in the fact the cars will be privately owned—"the costs of owning a car are constant, no matter who owns it." Under leasing, the burden of making large capital expenditures for the cars will be off the railroads. As for the field of usefulness for the D-F car, Mr. Selig asserted that it will do "just what the trucks do—pin-point the valuable traffic."

Ben Colman, president of G.A.-E., gave a visual easel presentation of the effects of increased payload per freight car and more intensive utilization. Titled "A Fresh Look at Railroad Economics," it will be distributed in book form.

Twofold Savings from Modern Cars

Fairman R. Dick, partner in the investment firm of Dick & Merle-Smith, directed his address to the need of increasing the investment potential and earning power of the railroads, with emphasis on the contribution of a modern freight car toward this end. The savings from a modern car, he declared, are twofold: (1) elimination of loss and damage and expense for dunnage and packaging; and (2) increased earning power of a car resulting from an increase in payload. While he could find no definite statistics on the present cost of packaging and dunnage, "after conferring with shippers I would not be surprised if the total savings in loss and damage, packaging and dunnage will amount to $500 million annually when our railroad car fleet is fully modernized."

The speaker went on to refer to studies on increased savings from increased payload made on the basis of the new GAEX car by Robert Janeway, dynamics engineer for the Chrysler Corporation, on which Mr. Dick collaborated. These researches leaned heavily on the findings of Ford Edwards, of the Bureau of Accounts and Cost Finding of the Interstate Commerce Commission, whose cost-finding formula the speaker characterized as "not only important in estimating the savings from improved equipment, but a most important contribution to the development of a sound commercial rate structure." Mr. Janeway's researches showed, roughly, that a 50 per cent increase in payload will reduce operating costs slightly over 20 per cent— after allowing for additional cost of the more modern car.

Since shippers and receivers load and unload carload traffic, declared Mr. Dick, "the railroads in their carload traffic can be regarded as manufacturing car-miles and selling car-miles, and the profit in their operations is the difference between the *cost* per car-mile and the *revenue* per car-mile. Based on the 1948 operations as a whole, the carload profit per car-mile of our railroads figures out at 11 cents. If we assume a 50 per cent increase in the load, and the increased cost of the new GAEX car, and also the increased cost of carrying the additional payload, this profit per car-mile rises from 11 to 25 cents."

Arthur W. Page, a director of a number of companies, including the Prudential Insurance Company and American Telephone & Telegraph Co., opened the dinner with remarks directed to shippers to avert the "calamity" of government ownership by seeing to it that the railroads "get freedom to serve." He charged that "regulation of the railroads for the last 50 years has failed in its first duty—which is to give the United States the best possible rail transportation. It has instead provided a rigid and uncommercial rate schedule for shippers and inadequate earnings for the railroads. It has been conducted on much the same basis as the medical profession was conducted 150 years ago. Any time a man had an ailment the doctor bled him. Now enough of this bleeding cure will devitalize anybody, whether it be human or corporate."

This attractive new soda-luncheonette has recently been opened by the Union News Company in the New York, New Haven & Hartford station at New Haven, Conn.

Ops Postpone Strike Against New York Central

A strike of four railroad operating brotherhoods against the New York Central's lines east of Buffalo, N. Y., which was scheduled to begin at 5 a.m. on May 25, was postponed until June 10 at the request of the National Mediation Board.

The board asked for the delay for further attempts to settle 290 grievances the brotherhoods filed against the railroad. The unions involved are the Brotherhood of Locomotive Firemen & Enginemen, the Brotherhood of Locomotive Engineers, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.

On May 24 L. W. Horning, a vice-president of the road said one of the grievances involves a demand by the B.R.T. for 46 more brakemen on Harlem division commuter trains between White Plains, N.Y., and New York.

A representative of the railroad said that in 1923 the Central made an agreement with the union under which one of the two brakemen on a commuter train could be appointed assistant conductor at higher pay to assist in ticket collecting during heavy traffic. In April,

1949, the railroad spokesman said, the union protested these appointments and the matter was taken to the National Railroad Adjustment Board, where it is one of 79 cases pending there.

Mr. Horning said that if mediation of the grievances fails, a Presidential emergency board will be appointed to investigate the dispute.

Canadian Freight-Rate Increase Raised to 20 Per Cent

In an unusual judgment issued on May 25, the Canadian Board of Transport Commissioners virtually admitted that it had "short-changed" Canadian railways in its order of last March 1 when it granted them a freight-rate increase of 16 per cent. The board's latest order provides that the rate increase be 20 per cent instead of 16 per cent.

The basis of the railway application was that an increase of 16 per cent, based on expenses and revenues for the year 1949, would fall $7,609,861 short of meeting the deficiency of the Canadian Pacific for 1949, which was $29,971,700; that if a 20 per cent increase had been in effect for the full year of 1949 the C. P. would still have been $1,017,278 short of revenue needed to meet the 1949 deficiency, and that the Transport Board erred in not authorizing the full amount of 20 per cent originally requested.

Assistant Chief Commissioner Hugh Wardrope made it plain that the general purpose of the board's previous award was to enable the railways to at least come close to meeting their operating deficiency, and frankly admitted an error of calculation in the order of March 1 last which had the effect of reducing the percentage of increase needed to enable the roads to meet the deficiency.

Edwards Leaving I.C.C. Staff for Coal Association

Dr. Ford K. Edwards, director of the Bureau of Accounts and Cost Finding of the Interstate Commerce Commission, has resigned from that position to become director of the Bureau of Coal Economics of the National Coal Association. Dr. Edwards will assume his new position June 1.

In it he will direct N.C.A. studies in the field of economics. John D. Battle, executive vice-president of N.C.A., announced the appointment, saying that the work of the association has developed to the point "where it requires the full-time attention of a thoroughly qualified economist."

Dr. Edwards has served with the I.C.C. since 1939, when he joined the staff of the newly created Cost Section in the Bureau of Statistics as principal economist. In 1942 he was made head cost analyst in charge of the Cost Finding Section, and on March 7, 1948, was appointed director of the Bureau of Accounts and Cost Finding.

Dr. Edwards received a degree in engineering from Iowa State College, and, subsequently, a Ph.D. degree in Economics from Yale University.

He spent approximately eight years in the plant, operating and traffic departments of the Nebraska Bell Telephone Company, the Union Pacific, and Pacific Greyhound Lines, and for five years was an instructor at the University

Ford K. Edwards

of Southern California. During this latter assignment he was also chairman of the California State Chamber of Commerce committee which drafted legislation covering regulation of for-hire motor vehicles. For many years he was principal economist and examiner with the California Railroad Commission.

Emergency Board Mediates Dispute on the C. & I. M.

Settlement of a dispute between the Chicago & Illinois Midland and those of its employees who are represented by the Brotherhood of Railroad Trainmen has been reported to President Truman by the emergency board which he appointed to investigate the controversy. The settlement resulted in an agreement reached by the parties as a result of the board's mediatory efforts.

The dispute, which brought a strike lasting two days (from April 27 to April 29), involved eight issues, including two proposed rules changes and six rules-interpretation cases. Members of the emergency board were Chairman Andrew Jackson, Harry H. Schwartz, and Joseph S. Kane.

Wants to Know How Spotting Tariff Has Been Applied

The Interstate Commerce Commission has instituted an investigation to determine how the railroads have applied the spotting-service tariff which they published to comply with the commission's findings in the terminal-services part of its Ex Parte 104 investigation of practices affecting operating revenues and expenses. The investigation, docketed as No. 30556, has been assigned for hearing before Examiner Diamondson at Washington, D. C., on June 27.

The involved joint agency tariff embodies Agents C. W. Boin's I.C.C. No. A-833, I.N. Doe's I.C.C. No. 532, B. T. Jones' I.C.C. No. 4002, and R. G. Raasch's I.C.C. No. 600. Generally, it provides that, with no charge in addition to line-haul rates, cars will be delivered at or removed from privately owned tracks or industrial tracks, the loading and unloading points to be designated by the industry, when the service can be ordinarily performed in continuous movement at the carrier's ordinary operating convenience—provided the locomotives in general use for switching in the vicinity can operate safely over the industry tracks involved.

When receipt and delivery of cars cannot be accomplished in this manner, the tariff provides for charges for "temporary" delays to the switching locomotive, or for situations which require a return of cars to hold tracks and subsequent placements by a second switching movement.

Two commission orders were issued when the investigation was launched—one by Division 2, which instituted the inquiry, and the other by Division 3, which called upon the respondent railroads to furnish specified information by June 20. The information called for is the amount of money collected (from each consignor and/or consignee) under the tariff in the years 1946, 1947, and 1948.

"All charges and the number of cars charged for [Division 3's order also said] shall be included where any party to this tariff used an average of 20 engine hours or more each week in any or all of the said years in the performance of terminal services at any industrial plant with its own motive power. Wherever two or more parties . . . jointly served any industrial plant with pooled motive power, the information . . . shall be furnished in respect of all industrial plants where an average of 20 engine hours per week or more were used by said pooled motive power. . . ."

Calls Railway Labor Act Increasingly Ineffective

"If the national interest in avoiding railroad strikes is to be promoted and protected, it cannot be by the easy method of simply having the railroads concede to their workers the demands which the workers choose to insist on." So said Walter W. Patchell, general manager of the Pennsylvania at Pittsburgh, Pa., at a meeting called by the Hungry club to discuss the recent strike by railroad firemen.

"Government seizure is no answer," he continued, "for it provides no effective means of disposing of the basic dispute other than to force concessions from the railroads. If the employees remain adamant in their demands, the only way in which peace can be restored and government control terminated is for the railroads to make concessions which an emergency board found to be not justified. Such a course can end only in annihilation of our national transportation system as a private enterprise, and

the only possible answer is some method such as now proposed in the Donnell bill, which has been recently the subject of hearings before the Senate committee on labor and public welfare." (See *Railway Age* of May 13, page 56, and May 20, page 208.)

As evidence of the declining effectiveness of the Railway Labor Act of 1928, Mr. Patchell quoted from a recent editorial of the Pittsburgh Post-Gazette which said: "In five of the seven most important disputes submitted to Presidential fact-finding boards under the act since 1941, labor has threatened to strike rather than accept board recommendations. In every instance the railroads have agreed to board findings. That force [the Railway Labor Act] no longer restrains the brotherhoods. In this strike, as in others, they have turned instead to raw economic force."

Officers of the striking Brotherhood of Locomotive Firemen & Enginemen were offered an invitation to present a speaker at the same meeting. The invitation was not accepted.

Fairbanks, Morse Buys Land From Santa Fe for New Plant

Fairbanks, Morse & Co. has arranged purchase of 40 acres of land in the greater Kansas City, Mo., area from the Atchison, Topeka & Santa Fe. Robert H. Morse, Jr., president, said Fairbanks, Morse is planning construction there in the near future of a $5,000,000 scale plant, which will be in addition to the present scale manufacturing establishments at St. Johnsbury, Vt., and East Moline, Ill.

U. S. Supreme Court Will Review Rail-Barge Rate Order

The United States Supreme Court has agreed to review a lower-court ruling which upheld the Interstate Commerce Commission's order requiring railroads and water carriers on inland waterways to establish through routes and joint rail-water rates reflecting differentials under all-rail rates. The case reached the Supreme Court upon appeal by the affected railroads and other interested parties.

The lower court which upheld the commission's order was a special three-judge court sitting in the United States District Court for the Northern District of Illinois, Eastern Division. The commission proceeding out of which the order came was the long-pending No. 26712 case (see *Railway Age* of July 7, 1948, page 47, and July 9, 1949, page 140).

President Signs Rivers Bill

President Truman has signed the recently enacted rivers and harbors and flood-control bill which authorizes 94 navigation projects expected to cost a total of $203,723,000.

The bill, which also authorizes flood-control projects expected to cost about $1.3 billion, carries no appropriations. The projects it authorizes will be added to the backlog of work eligible for future appropriations (see *Railway Age* of May 13, page 65).

Freight Car Loadings

Loadings of revenue freight in the week ended May 20 totaled 743,307 cars, the Association of American Railroads announced on May 25. This was an increase of 31,488 cars, or 4.4 per cent, over the previous week, a drop of 30,603 cars, or 4 per cent, below the corresponding week last year, and a decline of 135,870 cars, or 15.5 per cent, under the equivalent 1948 week.

Loadings of revenue freight for the week ended May 13 totaled 716,650 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 13

District	1950	1949	1948
Eastern	127,953	137,936	152,480
Allegheny ..	135,178	163,365	180,534
Pocahontas .	59,209	64,483	71,598
Southern ...	117,224	118,261	137,781
Northwestern.	109,930	117,437	121,716
Central Western ..	110,145	113,337	119,887
Southwestern.	57,011	56,919	62,949
Total Western Districts ..	277,086	287,693	304,552
Total All Roads	716,650	771,738	846,945
Commodities:			
Grain and grain products ..	38,527	46,267	38,057
Livestock ...	8,096	9,173	9,250
Coal	141,841	157,404	194,750
Coke	13,117	13,242	14,985
Forest products	42,128	39,876	42,994
Ore	55,574	74,115	72,157
Merchandise l.c.l.	76,886	93,715	107,650
Miscellaneous	340,481	337,946	367,102
May 13	716,650	771,738	846,945
May 6	744,040	768,337	880,287
April 29	745,350	785,444	891,115
April 22	722 644	769,336	851,926
April 15	707,272	765,890	784,611
Cumulative total 19 weeks ..	12,463,200	13,574,894	14,763,430

In Canada.—Carloadings for the week ended May 13 totaled 75,343 cars, compared with 73,928 cars for the previous week, and 74,104 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 13, 1950	75,343	30,572
May 14, 1949	74,104	30,870
Cumulative totals for Canada:		
May 13, 1950	1,323,687	577,859
May 14, 1949	1,377,365	604,101

Recommends Tidewater Coal Demurrage Pact Be Approved

Interstate Commerce Commission approval of the Reed-Bulwinkle agreement to cover movement of coal and coal products through North Atlantic ports has been recommended by Charles R. Seal, director of the commission's Bureau of Water Carriers and Freight Forwarders.

Fourteen railroads are parties to the proposed agreement, which was filed with the I.C.C. last September. (See *Railway Age* of September 24, 1949, page 66.) The agreement would cover procedures for the joint consideration, initiation, and establishment of tidewater demurrage and detention charges on coal and coal products moving through the ports. The "principal tidewater shipping facilities" involved are those at Hampton Roads, Va., Baltimore, Md., Philadelphia, Pa., and New York.

In the proposed report recommending approval of the agreement, Mr. Seal said the procedures set out in the agreement would enable the roads to conform to the requirements of the Interstate Commerce Act and the I.C.C. "through the maintenance of charges for the undue detention of cars that are adequate and at the same time reasonable and free from unjust discrimination or undue preference and prejudice."

April Operating Revenues Below Previous Year

From preliminary reports of 81 Class I railroads representing 80.8 per cent of total operating revenues, the Association of American Railroads has estimated that April gross amounted to $582,083,285, a decrease of 3.5 per cent below the $603,450,352, reported for the same month in 1949. Estimated April freight revenue was $490,741,242, as compared with April, 1949's $500,609,060, a decrease of 2 per cent. Estimated passenger revenue was $49,319,321, as compared with $56,398,180, a decrease of 12.6 per cent. All other revenues were down 9.5 per cent—$42,022,722, as compared with $46,443,112.

Strike Hits Pullman-Standard's Michigan City Plant

Box car production has been seriously hampered by a strike of 1,000 workers at Pullman-Standard Car Manufacturing Company's plant at Michigan City, Ind. Called by members of the Brotherhood of Railway Carmen of America, the strike is an attempt to enforce the union's demands for wage increases, equalization of wages between departments, increased pensions and insurance, and a union shop.

At a meeting held on May 14, the workers voted to strike after rejecting a 3 cents an hour wage increase in lieu of a pension increase. The union has also demanded a bonus of 4 cents an hour for employees who work a full 40-hr. week. Operation of the plant had been resumed for only about a month following a six-month shutdown caused by a lack of orders. The union's contract expires on June 29, but thus far, no negotiations have been scheduled.

N. H. to Run Deluxe Trains For Harvard-Yale Races

For the first time in the 98-yr. history of the Harvard-Yale crew races, passengers watching them from observation trains will sit in air-conditioned comfort and view the spectacle through panoramic windows, from reclining chairs.

The New York, New Haven & Hartford will operate two observation trains of

air-conditioned, deluxe coaches which will move up and down the shore of the Thames river above New London, Conn., during all three of the races on June 23. Diesel locomotives will propel the trains in place of the steam locomotives which hauled the "bleacher"-equipped flat-car trains of pre-war days. Only 60 seats will be sold in each car, providing an opportunity for all passengers to follow the races in comfort.

ORGANIZATIONS

Superintendents Meet June 6-8

The American Association of Railroad Superintendents will hold its 54th annual meeting at the Stevens Hotel, Chicago, June 6-8. William White, president of the Delaware, Lackawanna & Western, will address the annual luncheon on June 7, at 12:15 p.m. Following the luncheon there will be an inspection tour over the Elgin, Joliet & Eastern, through the South Chicago works and the Gary plant of the Carnegie-Illinois Steel Corporation. Six committee reports on subjects of current interest to railway operating officers will be discussed at the three-day convention, the program for which follows:

TUESDAY, JUNE 6

Tower ballroom: Registration, 9 a.m.; meeting opens, 10 a.m. (daylight time)

Invocation ..... Doctor R. Freeman Jenney
Bryn Mawr Community Church, Chicago
Charge to Railroad Superintendents.....J. P. Newell
General Manager, Pennsylvania
President's Address ..... Fred Diegtel
Report of Committee No. 6 ..... Safety Is of the First Importance in the Discharge of Duty ..... E. G. Kiesele, chairman
Report of General Rules Committee
Fred Diegtel and C. I. Morton

Tower ballroom, 2 p.m.

Report of Committee No. 3 .. .... Expediting Movement of Freight Trains Through Yards ..... W. B. Salter, chairman
Report of Committee No. 5 ..... New Developments in Fighting Weather ..... H. S. Symon, chairman

Tower ballroom, 8 p.m.

Super-vision for Supervision ..... An illustrated talk by H. C. Marmaduke
Executive Representative, Illinois Central

WEDNESDAY, JUNE 7

Tower ballroom, 9:30 a.m.

Report of Committee No. 4 ..... Effective Use and Interpretation of Statistics ..... J. L. Barngrove, Jr., chairman
Discussion of Car Service Situation
E. W. Coughlin, Manager, Railroad Relations, Car Service Division, Association of American Railroads
Report of Committee No. 1 ..... What Can Be Done to Meet Competition of Other Forms of Transportation ..... G. M. Leilich, chairman

Boulevard room, 12:15 p.m.

Annual Luncheon ..... Speaker: William White
President, D. L. & W.
Inspection Tour ..... leave Illinois Central station, 12th street, at 1:45 p.m.

THURSDAY, JUNE 8

Tower ballroom, 9:30 a.m.

Report of Committee No. 2 .... The Superintendent's Responsibility for Effective Discipline ..... D. Campbell, chairman
Business Meeting
Election of officers
Adjournment

P. & S. Division Program Set

The 24th annual meeting of the Purchases and Stores Division of the Association of American Railroads will be held at the Statler Hotel, St. Louis, Mo., June 14-16. The program is as follows:

WEDNESDAY, JUNE 14

10 a.m., St. Louis city time

Call to order, J. C. Kirk (chairman), general purchasing agent, Chicago, Rock Island & Pacific
Invocation
Address: D. V. Fraser, president, Missouri-Kansas-Texas
Address: J. H. Aydelott, vice-president, Operations and Maintenance Department, A.A.R.
Address: Chairman J. C. Kirk
Communications
Appointment of resolutions and memorials committees
Action on minutes of 1949 annual meeting
Report of General Committee

2 p.m.

Reports of:
Subject 1—Purchasing and Stores Department Manual—Recommended Rules and Practices (E. B. Isenogle, chairman, assistant to purchasing agent and lumber agent, Baltimore & Ohio)
Subject 42—Diesel Locomotive Parts—Purchasing and Storekeeping (I. G. Shapiro, chairman, district storekeeper, New York, New Haven & Hartford)
Subject 3—Scrap Handling and Preparation—Classification and Sale (D. C. Canavan, chairman, general foreman, reclamation plant, Boston & Maine)
Subject 3A—General Reclamation (W. F. Brown, chairman, superintendent, scrap and reclamation, Wabash)
Subject 9—Fuel—Coal, Fuel Oil and Diesel Fuel Oil (W. H. Weymouth, chairman, fuel agent, Atchison, Topeka & Santa Fe)
Subject 5—Forest Products (M. B. Moore, chairman, assistant general purchasing agent, Chicago & North Western)

THURSDAY, JUNE 15

9:30 a.m.

Report of:
Subject 2—Standard Material Classification (J. K. McCann, chairman, district storekeeper, Chicago, Burlington & Quincy)
Address: J. F. Holland, counsel, Pevely Dairy Company, St. Louis
Reports of:
Subject 16—Simplification and Standardization of Stores Stock (E. F. Chubb, chairman, assistant general storekeeper, Pennsylvania)
Subject 34—Maintenance of Way and Construction Materials (Including Signal, Telephone and Telegraph)—Purchasing, Storing and Distribution (J. C. Blackwell, chairman, district storekeeper, Illinois Central)

2.30 p.m.

Annual Essay Contest Committee (E. J. Leonard, chairman, general storekeeper, C.&N.W.)
Reports of:
Subject 12—Purchasing Department—Organization and Procedure (E. V. Purdy, chairman, purchasing agent, Texas & New Orleans)
Subject 15—Storage and Material Handling Facilities—Capacity Loading and Prompt Handling of Company Material Cars (J. C. McCaughan, chairman, general storekeeper, Chesapeake & Ohio)
Subject 8—Shop Manufacturing (G. P. Butcher, chairman, general storekeeper, Norfolk & Western)
Subject 14—Fire Prevention, Safety Practices, Insurance—Purchasing and Stores Department (D. E. Cain, chairman, chief clerk to general storekeeper, A.T.&S.F.)
Subject 18—Terminal Railway Purchasing and Storekeeping (J. W. Miles, chairman, district storekeeper, I.C.)

FRIDAY, JUNE 16

9:30 a.m.

Report of:
Subject 13—Stationery and Printing (P. R. Dawson, chairman, stationery storekeeper, B.&O.)
Address: W. A. McDonnell, president, First National Bank of St. Louis
Reports of:
Subject 37—Stores Department—Organization and Procedure (J. F. Duffy, chairman, assistant manager of stores, Erie)
Special paper: Stock Control—Strike Off System vs. Single Item Stock Record; (G. M. Byers, division storekeeper, Erie, and C. R. Holmes, general storekeeper, A.T.&S.F.)
Subject 29—Merchandising Surplus Material (G. E. Hargreaves, chairman, assistant purchasing agent, Pennsylvania)
Subject 40—Loss and Damage Prevention—Salvage and Disposition; (N. R. Hamilton, chairman, division storekeeper, Central of Georgia)
Election of Officers
Introduction of new chairman and vice-chairman

A group of supply people has arranged a program of entertainment for the members and their wives. On Wednesday, June 14, there will be a reception at the Hotel Statler, followed by a dinner, after which guests can attend either the open air municipal opera or the baseball game at Sportsman's park. Thursday morning, a tour of the city and a luncheon at one of the country clubs has been arranged for the ladies.

Freight Station Section Meets

The annual meeting of the Freight Station Section of the Association of American Railroads will be held at the Hotel Statler, St. Louis, Mo., on June 7, 8 and 9. The program is as follows:

WEDNESDAY, JUNE 7

10 a.m. to 12 noon

Call to order, C. F. Allan, chairman
Address of welcome, Hon. John J. O'Toole, director of public welfare, City of St. Louis
Railroad greetings, H. W. Ward, president, Illinois Terminal
Opening remarks, C. F. Allan
Address, Col. Robert S. Henry, vice-president, public relations, A.A.R.
Memorial, T. J. Boston, general agent, Missouri-Kansas-Texas

1:30 p.m. to 5 p.m.

Address, R. J. Stone, general manager, St. Louis-San Francisco
Committee on Station and Terminal Operation, J. F. Kohout, chairman, agent, Chicago & North Western

THURSDAY, JUNE 8

9 a.m. to 11 a.m.

Address, M. R. Cring, assistant to president, M.-K.-T.
Committee on Station Traffic, W. G. Miller, chairman, agent, Pennsylvania

2:30 p.m. to 5 p.m.

Address, H. C. Abbey, auditor freight receipts, Missouri Pacific
Committee on Station Office Operation, H. A. Freeman, chairman, agent, Grand Trunk Western

FRIDAY, JUNE 9

9 a.m.

Address, A. H. Schwietert, general chairman, National Management Committee, 1950 Perfect Shipping Campaign, Shippers' Advisory Boards
Committee on Loss and Damage, A. E. Ward, chairman, agent, Chicago, Milwaukee, St. Paul & Pacific.

Sun Valley, Idaho, will be the locale of the next meeting of the **Central Western Shippers Advisory Board,** June 5 and 6. A. E. Stoddard, president of the Union Pacific, will address the board at a luncheon session on June 6, on "My Railroad Experience in Russia." Recreation facilities of Sun Valley will be available to board members and their wives between business sessions, with a barbecue-dance at Trail Creep cabin and a ride on Baldy Mountain ski lift among scheduled special events.

James K. Knudson, the most recent appointee to the Interstate Commerce Commission, addressed a meeting of the Metropolitan chapter of the **Association of Interstate Commerce Commission Practitioners** in New York on May 16. His subject was "The Law of Evidence," with reference to its application to administrative tribunal proceedings, particularly those of the I.C.C.

L. J. Ahlering, purchasing agent for the Chicago Eastern Illinois, has been chosen president of the **Western Railway Club,** succeeding W. H. Hillis, vice president—operations, Chicago, Rock Island & Pacific. J. P. Morris, assistant to vice-president, Atchison, Topeka & Santa Fe,

was elected first vice-president, and P. E. Feucht, vice-president, Pennsylvania, second vice-president. Earl Thulin, executive secretary of the club, and A. Schiffers, Jr., club treasurer, were re-elected.

The 82nd regular meeting of the **Pacific Coast Transportation Advisory Board** will be held at the Hotel Leamington, Oakland, Cal., on June 15 and 16. The luncheon on June 16 is sponsored by the Oakland Chamber of Commerce, the Oakland Traffic Club and the Women's Traffic Club of Oakland. William B. Tyler, president of the California Manufacturers Association, will be the guest speaker.

SUPPLY TRADE

The **Pressed Steel Car Company,** with offices at 25 Broad street, New York, has been appointed eastern sales representatives for **Woolery Machine Company,** Minneapolis, Minn., designers and manufacturers of railway maintenance equipment.

Fred M. Gillies has been elected executive vice-president of **Acme Steel Company,** Chicago, a position which has been vacant since the election of **Chester M. MacChesney** as chairman of the board of directors in November, 1949 (see *Railway Age* of November 12, 1949). Mr. Gillies was formerly works manager for Inland Steel Company. A 1918 graduate of Cornell University, Mr. Gillies served in World War I as a naval aviator. From 1920 to 1922 he was associated with the Illinois Steel Company, subsequently joining Inland.

As the result of a national program inaugurated by the **Cyclotherm Corporation,** manufacturers of packaged type steam generators, to make its sales and service available in all principal cities and areas from coast to coast, the firm has opened its own branch office in New York with a sales and service department and appointed nine other new distributors, assigned to the following territories, with headquarters as indicated: **Rumbold & Co.,** Georgia, at Atlanta; **Phillips Engineering Company,** Michigan, at Detroit; **Bingham & Risdon Co.,** Wisconsin, at Green Bay; **General Industrial Supply Corporation,** western Texas, at Fort Worth; **Royster H. Johnson Company,** North and South Carolina, at Charlotte; **Dempster Brothers,** Tennessee, at Knoxville; **Keady Sales Corporation,** northern Illinois, at Chicago; **Air Conditioning Engineers, Inc.,** lower Alabama, Mississippi and northern Florida, at Mobile, and **Cartmell Sales & Service,** Vermont, at Middlebury.

The **Dayton Rubber Company,** Dayton, Ohio, has announced the following personnel changes: **E. K. Lofton,** formerly sales manager, railway division, appointed regional manager, Dayton region, at Dayton; **J. W. Torrant,** formerly district manager at Boston, Mass., appointed regional manager, Chicago region, 1009 West Washington boulevard, Chicago; **T. J. Ehrhart,** formerly district manager, Dallas, Tex., appointed regional manager, Dallas region, at 2805-15 Canton street, Dallas; **A. L. Van Der Kar,** formerly with the Ansco division of General Aniline & Film Corp., appointed regional manager, New York region, at Harborside terminal, Jersey City, N. J.; and **M. E. Runner,** formerly district manager, Los Angeles, Cal., district, appointed regional manager, Los Angeles region, at 909 E. Slauson avenue, Los Angeles.

J. W. Thomas, formerly sales engineer, railway division, of the **Timken Roller Bearing Company,** at Chicago, has been appointed sales engineer, railway division, at the St. Louis, Mo., office, and **Glenn E. Neal** has been appointed to succeed Mr. Thomas at Chicago.

The **John S. Barnes Corporation,** Rockford, Ill., has opened a new Philadelphia sales office, to be operated by **Ernest A. Isberg & Co.,** Theatre square, Swarthmore, Pa. The new office will serve eastern Pennsylvania, southern New Jersey and Delaware.

J. J. Buckley, assistant to president of the **Youngstown Steel Door Company,** Cleveland, Ohio, has been elected a director of the company, succeeding **John W. Cutler,** deceased.

Ralph A. Corley, Jr., and **Robert N. Corley** have formed a partnership under the name of **Corley Brothers,** with offices at 1 Exchange place, Jersey City, N. J., to act as manufacturers representatives. They have been appointed agents to handle railroad sales in the New York area for the **American Brush Corporation** of Chicago.

Raymond Loewy Associates have moved their New York offices from 580 Fifth avenue to 488 Madison avenue.

Ernest Allen, formerly a general line salesman in the Middle Atlantic region for the **Dixie Cup Company,** Easton, Pa., has been placed in charge of transportation sales, with headquarters at Easton.

The **Aluminum Company of America** will assume manufacturing activities of its subsidiary, the **American Magnesium Corporation,** effective June 1 when the latter corporation will become inactive. Operations of American Magnesium at Cleveland, Ohio, and Buffalo, N. Y., will be continued under Alcoa management.

OBITUARY

John F. Deems, vice-president and director of the Magnus Brass Manufacturing Company and manager of the Magnus Brass division of the National Lead Company, died on May 17 at Cincinnati, Ohio, after an operation. Mr. Deems was born on July 9, 1910, at Tupper Lake, N. Y. He was graduated from Columbia College in 1932 and during his summer vacations worked on the Lehigh Valley, the Baltimore & Ohio, the Delaware, Lackawanna & Western and the Delaware & Hudson. In 1932 he joined F. G. Shattuck & Co. and from 1933 to 1935 was associated with the Horn & Hardart Co. In the

John F. Deems

latter year he joined the Union Asbestos & Rubber Co. as service engineer, and from 1939 to 1943 worked for the Edna Brass Manufacturing Company. When the assets of the latter company were acquired by National Lead he assumed the positions he held at the time of his death.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The **Gulf, Mobile & Ohio** is inquiring for 200 50-ton automobile cars.

The **Green Bay & Western** will lease, under the Equitable Life Assurance Society's rental program, 200 50-ton steel box cars scheduled for October delivery from the Pullman-Standard Car Manufacturing Co.

PASSENGER CARS

The **Pennsylvania-Reading Seashore Lines** have ordered six rail Diesel cars (RDC-1) from the Budd Company at a total approximate cost of $800,000. Delivery of the equipment, the largest single order for the cars since they were announced by Budd, is expected to be completed in October. Purchase by this road of six additional cars of the same type, to be delivered before the summer of 1951, has been ordered by New Jersey Board of Public Utility Commissioners in lieu of reconditioning 20 old cars. The board's order originally called for modernization of 60 old cars, of which 40 will be ready for service by July 1.

News Department continued on next left-hand page.

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LOCOMOTIVES

The **Baltimore & Ohio** has ordered 34 1,500-hp. Diesel-electric freight locomotive units from the Electro-Motive Division of General Motors Corporation for delivery next year. These units will be used to complete Dieselization of through freight service on the road's Buffalo division, at which time B. & O. freight service will be Dieselized from Benwood, W. Va., to Buffalo, N. Y., and Rochester, via Pittsburgh, Pa., Riker and East Salamanca, N. Y. A spokesman for the B. & O. told *Railway Age* this week that present arrangements contemplate purchase of the new units through a conditional sales agreement.

The **Bessemer & Lake Erie** has ordered 14 1,500-hp. Diesel-electric road locomotive units (7 "A" and 7 "B" units), from the Electro-Motive Division of General Motors Corporation.

The **Boston & Maine** has ordered 24 Diesel-electric locomotive units costing $2,917,000. Four 1,500-hp. freight and eight 1,500-hp. road-switching units were ordered from the Electro-Motive Division of General Motors Corporation and eight 1,000-hp. and four 660-hp. switching units from the American Locomotive-General Electric Companies. Delivery is scheduled to begin in July and be completed in early autumn. Six of the 1,500-hp. road-switching and two of the 1,000-hp. switching units will be used to complete Dieselization of the road's territory north of Concord, N.H., including the White River Junction yard. Other units will be assigned to pool service on Rockport, Mass.-Salem local freight and Boston, Mass.-Rockport passenger service, as well as to Salem yard and Salem-Amesbury local freight. Two 1,000-hp. and one 660-hp. yard switching units will be used in the Boston yards. "In addition to annual savings in operating costs we will be able to retire 35 steam locomotives," a spokesman for the road said. "When these additional units are placed in service we will be handling about 98 per cent of our freight ton-miles by Diesels."

SIGNALING

The **Boston & Maine** has awarded a contract to the Union Switch & Signal Co. covering installation of centralized traffic control on approximately 34 mi. of line between Nashua, N. H., and Concord. The project involves removal of 22.3 mi. of second track, converting 4.2 mi. of second track into passing tracks to be signaled for either direction running, and signal changes on 6.9 mi. of double track having only normal direction operation. Two 2-ft., 6-in. sections will be added to the existing control machine at Manchester, N. H. The contract also includes, in addition to code equipment, style H-2 searchlight signals, M-22A switch machines, SL-6A switch locks and necessary relays, rectifiers, transformers, switch circuit controllers and housings.

The **Denver & Rio Grande Western** has ordered from the General Railway Signal Company equipment to extend type F, class M, three-wire centralized traffic control 5.5 mi. from Fraser, Colo., to West Portal. The control machine, located at Sulphur Springs, will be expanded by addition of a 10-in. panel equipped with 8 track lights and 8 levers for control of 4 switch machines and 13 signals.

The **Houston Belt & Terminal** has ordered equipment from the General Railway Signal Company for installation of an NX all-relay electric interlocking at Houston, Tex. The control machine will have a 31-in. by 55-in. panel with 19 track indication lights, 10 entrance knobs, 10 exit buttons and 7 switch test keys for control of 11 switch machines and 10 signals. Included in this order are model 5D switch machines, type B relays, welded steel bungalows and type G signals.

The **Illinois Central** has ordered from the Union Switch & Signal Co. material to install coded remote control signaling at Rockford, Ill. The 2½-ft. style C control machine will be installed at Rockford. In addition to the code equipment, the order includes relays, rectifiers, transformers, T-20 switch stands, SL-21A tandem electric switch locks, and housings. Field installation will be handled by railroad forces.

The **Lehigh Valley** has ordered equipment from the General Railway Signal Company for installation of a coded type H, two-wire relay interlocking at Geneva Junction, N.Y. The control machine will have an 18-in. by 10-in. panel, equipped with 14 track indication lights and 7 levers for control of 6 switch machines and 16 signals. Included in this order are type K relays and model 5D switch machines.

The **Southern** has ordered from the General Railway Signal Company equipment to install type K, two-wire centralized traffic control at John Sevier, Tenn. The control machine will be located in the yard office at John Sevier and have a 60-in. panel with 23 track lights and 19 levers for control of 15 switch machines and 21 signals. Model 5D dual-control switch machines, type SA searchlight signals, type ME dwarf signals, type K relays, type B relays, welded steel bungalows, and model 7 switch circuit controllers will be used in this installation.

FINANCIAL

Renew Hearings on M.P. Plan With Testimony by Trustee

The Senate committee on interstate and foreign commerce reopened hearings May 15 on the Missouri Pacific reorganization plan with Guy A. Thompson, trustee of the road, as witness. His presentation was principally a discussion of the role he has played as trustee of the property since his appointment July 1, 1933.

During his testimony, Mr. Thompson took no position on the reorganization plan now pending before the U. S. District Court at St. Louis. He explained that as trustee it was his duty "to maintain a position of strict neutrality." In other sections of his statement, however, he defended his decisions of the past 17 years, and discussed at length use made of cash accumulated during war and post-war years.

Senate hearings on the M.P. reorganization are being held pursuant to Senate Resolution 241, introduced by 20 Senators from states served by the road. Senator Johnson, Democrat of Colorado and one of the sponsors of the resolution, is chairman of the committee conducting the hearings.

The committee has said it wants to find out why no provision is made in the latest reorganization plan for participation in the reorganized company by old common stockholders.

The current plan was approved by the I.C.C. in August, 1949, and is a revision of two previous plans promulgated by the commission. As reported in *Railway Age* of April 22, page 73, members of the commission are themselves sharply divided in their views on the plan.

The appearance of Mr. Thompson on May 15 had been requested by two of the sponsors of resolution No. 241, Senators Kefauver, Democrat of Tennessee, and Douglas, Democrat of Illinois. In formulating a series of questions about the M.P. situation, they referred to a report made in 1946 by Senators Burton K. Wheeler and the late Clyde Reed. That report was to the effect that trustees under Section 77 of the Bankruptcy Act were "not making proper use of war-time and post-war cash accumulations to retire debt and reduce interest," involving as a result losses to railroad estates and contributing to the difficulty of railroad reorganizations.

Senator Johnson asked Mr. Thompson the questions prepared by Senators Kefauver and Douglas, both of whom were absent. In general the questions were designed to cover:

(1) The amount of cash accumulations on the M.P. in recent years.
(2) How that cash has been used in debt retirement.
(3) The extent to which the trustee has failed to use cash to retire debts.
(4) Opportunities still existing for retirement of debt for the benefit of estate and stockholders.
(5) Considerations influencing use or non-use of cash to retire debt.

Dividends Declared

Alabama Great Southern.—ordinary, $4, semiannual; 6% participating preferred, $4, semiannual; both payable June 28 to holders of record May 29.

Bessemer & Lake Erie.—$3 preferred, $1.50, semiannual, payable June 1 to holders of record May 15.

Boston & Albany.—$2.50, payable June 30 to holders of record May 31.

Chesapeake & Ohio.—common (resumed), 50¢, payable June 20 to holders of record June 1; 3½% preferred, 87½¢, quarterly, pay-

able August 1 to holders of record July 7.

Chicago Great Western.—5% preferred (accumulated), 62½¢, payable June 30 to holders of record June 15.

Erie & Pittsburgh.—7% guaranteed, 87½¢, quarterly, payable June 10 to holders of record May 31.

Kansas, Oklahoma & Gulf.—6% preferred A; 6% non-cumulative preferred B; 6% non-cumulative preferred C; all $3, semiannual, payable June 1 to holders of record May 20.

Southern Pacific.—$1.25, quarterly, payable June 19 to holders of record May 29.

Average Prices Stocks & Bonds

	May 23	Last week	Last year
Average price of 20 representative railway stocks	42.79	42.00	38.59
Average price of 20 representative railway bonds	91.44	90.34	85.73

RAILWAY OFFICERS

EXECUTIVE

Robert T. Etheridge, freight traffic manager of the Seaboard Air Line, has been appointed assistant vice-president, with headquarters as before at Norfolk, Va. **Warren T. White,** director of public relations, has been appointed to the newly created position of assistant vice-president in charge of industrial development. Mr. Etheridge was born at Portsmouth, Va., on June 13, 1892, and entered railroad service in September, 1910, as mail clerk with the Seaboard. He served in various other capacities until November, 1917, when he joined the U. S. Naval Reserve Force. Mr.

Robert T. Etheridge

Etheridge returned to S.A.L. service in January, 1919, as a clerk and nine months later became traffic manager of the Columbian Peanut Company. In April, 1923, he was appointed traffic manager of the Philadelphia & Norfolk Steamship Co., returning to the S.A.L. as clerk one year later. He was appointed assistant general freight agent in October, 1929; assistant freight traffic manager in October, 1934; and freight traffic manager in October, 1938.

Mr. White was born at Centenary, S.C., on January 30, 1895, and attended the grammar and high schools of Marion, S.C., and Clemson (S.C.) College (B.S. 1917). He served with the U. S. Army as private, 2nd lieutenant and 1st lieutenant of infantry from May 1, 1917, to May 1, 1949. He was with the Tennessee Stave & Lumber Co. from June 1, 1919, to May 1, 1921, and from August 1,

Warren T. White

1922, to February 1, 1923, served as Smith-Hughes vocational instructor, Orangeburg, S.C. Entering railroad service on February 1, 1923, as development agent of the Seaboard, Mr. White was appointed assistant general development agent on June 1, 1925, and general industrial agent in September, 1927. On January 1, 1944, he was appointed director of public relations.

TRAFFIC

V. Henry McLean, assistant general freight agent of the Pennsylvania at Pittsburgh, Pa., has been appointed general freight agent at New York, effective June 1, succeeding **John C. McMichael,** who has been transferred to Pittsburgh to replace **J. B. McCorkle,** retired. **W. K. Chapman,** assistant general freight agent on special duty at Philadelphia, Pa., has been transferred to Pittsburgh. Mr. McLean was born in New York and received his education at Columbia University and the University of Baltimore. He was admitted to practice before the Interstate Commerce Commission in 1933 and has served on various committees of the Association of I.C.C. Practitioners. Mr. McLean entered the service of the P.R.R. in 1924 as a clerk in the freight claim department at Pittsburgh and has subsequently served in various positions in the freight traffic department there and at Wheeling, W. Va.; Youngstown, Ohio; Rochester, N. Y.; Erie, Pa.; and Baltimore, Md., before becoming assistant general freight agent at Pittsburgh on June 16, 1943.

W. H. Krumm, general freight agent of the Missouri-Kansas-Texas at New York, has been promoted to Eastern traffic manager, succeeding **C. Haile,** who was recently promoted to assistant to the president at Houston, Tex. **F. R. Grimes,** assistant general freight agent at New York, succeeds Mr. Krumm as general freight agent. Mr. Krumm was born at Union City, N. J., and attended the public schools of Hoboken, N. J., and Woods College, Newark, N. J. He entered the service of the Katy in 1905 in the New York office, serving successively as clerk, rate clerk, chief clerk, city freight agent, commercial agent and general agent.

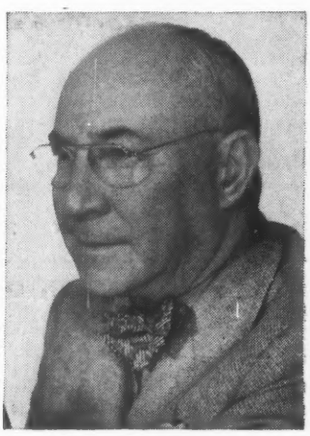
Mr. Grimes was born at Kansas City, Mo., 46 years ago and attended the public schools of Rosedale, Kan. His service with the Katy began as a clerk in the Parsons, Kan., reclamation plant in 1923. Subsequently, he served in various capacities at Kansas City, St. Louis and Chicago, going to New York in 1932 as district passenger agent. In 1947 he was promoted to assistant general freight agent at New York.

OBITUARY

E. A. Carlson, general storekeeper, Pere Marquette district, Chesapeake & Ohio, at Grand Rapids, Mich., died recently.

Charles C. Kratz, treasurer and paymaster of the Terminal Railroad Association of St. Louis, at St. Louis, Mo., died on April 9

George F. Ashby, former president of the Union Pacific at Omaha, Neb., who retired in March, 1949, died on May 15. Mr. Ashby was born at Mt. Airy, N. C., on September 3, 1885, and attended high school in his home town. He entered railroad service in January, 1906, in the purchasing department of the Atlantic Coast Line. The following July he was employed in the accounting department of the Seaboard Air Line, joining the



George F. Ashby

U. P. in 1911. After serving in various capacities in the engineering, executive and operating departments, he was appointed assistant to executive vice-president in 1934, and three years later became assistant to president. Mr. Ashby was elected vice-president of the U. P. in August, 1941, and executive vice-president in December, 1944. In February, 1946, he was elected president, from which post he retired in March, 1949.

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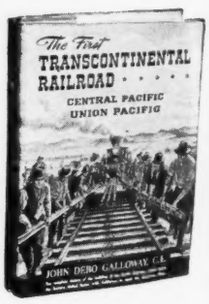

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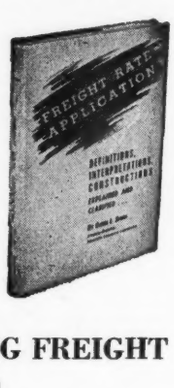

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Current Publications

BOOK

Handcar Joe, by Gar Voss. 41 pages, illustrations. Published by Wilcox & Follett, 1255 S. Wabash ave., Chicago 5. $1.

Dedicating his book to all section hands, the author introduces a new "folk" figure ready to take his place beside such "supergiants" as Paul Bunyan, Pecos Bill and John Henry. Handcar Joe was the fellow who really made railroad expansion possible. Not only did he save trains from being wrecked, but he overcame every obstacle that confronted the roads back in the early 1800's. He was so strong that he pulled trains up steep grades; roped buffalo a hundred at a clip; towed a stray barge in flood waters back to its mooring; fell off a thousand-foot cliff and miraculously saved himself. From the early building days to the driving of the "Golden Spike," the history of the transcontinental railroad is told in terms of the wonderful feats of Handcar Joe and his trusty "Kyrobile." Children will like Handcar Joe; he is the type of character that appeals to their imaginations.

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PERIODICAL ARTICLES

The Gentle Truckers. Fortune, May, 1950, pps. 102 et seq. Published by Time, Inc., 540 N. Michigan ave., Chicago 11. Single copies $1.25.

Fortune tells the story of the growth of the trucking industry and the men who have helped it grow. Problems of concern to the truckers at present are sizes and weights, cost accounting, terminal operations, equipment, rate making, sales and scheduling.

Labor Unions in Transportation and Communications Industries. Monthly Labor Review, March, 1950, pp. 275-278. Available from Government Printing Office, Washington 25, D. C. Single copies, 40 cents.

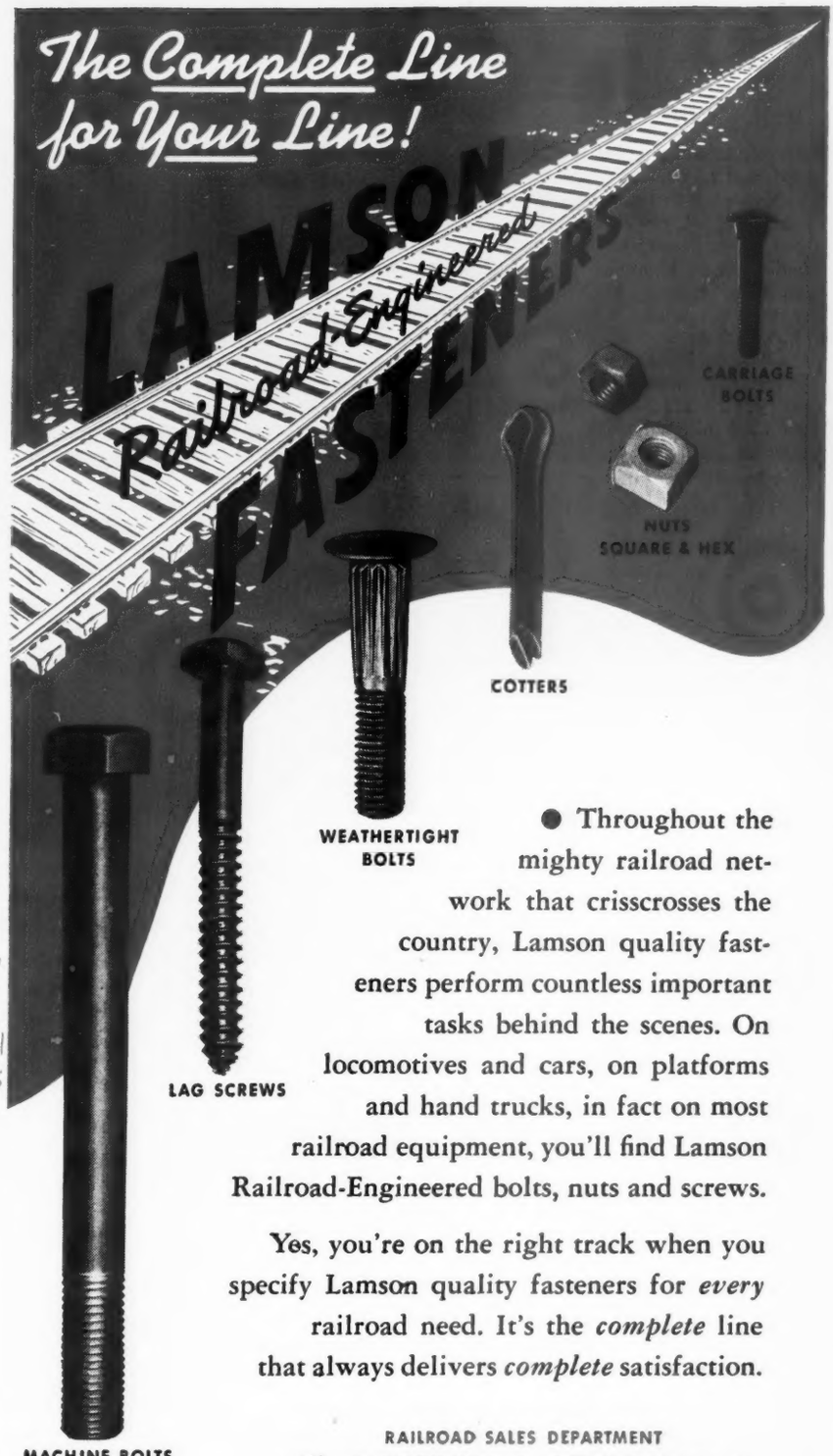
More than five million workers are employed in the nation's transportation and communications industries. Almost 3½ million of them belong to labor unions. This article lists 55 A.F.L., C.I.O. and independent unions organized exclusively in the two industries (including the postal service), and six other unions which have many transportation workers as members. The purpose of this listing is to clarify the identity and affiliation of the 61 unions and to classify them by the specific industry branches in which they operate.

HD 8051 A78

TRADE PUBLICATION

Diesel Engines—Fuels and Lubricants. 48 pages, illustrations. Published by the Sinclair Refining Company, 630 Fifth ave., New York 20.

Prepared "as a means of clarifying the importance of proper fuel oil and lubricating oil in effecting satisfactory Diesel engine operation," this booklet contains chapters on lubrication and lubricating systems, Diesel oil purification and filtration, Diesel fuel, Diesel lubricating oil, and Sinclair Diesel oils. It also includes a brief history and description of Diesel engines and of their injection systems and combustion chambers.



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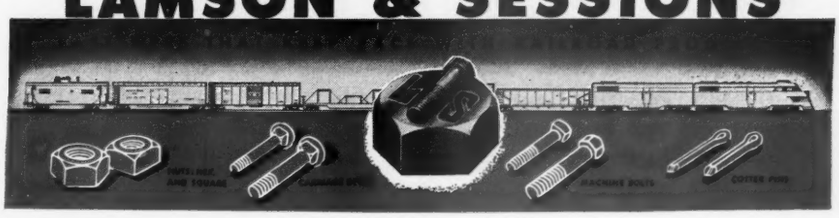

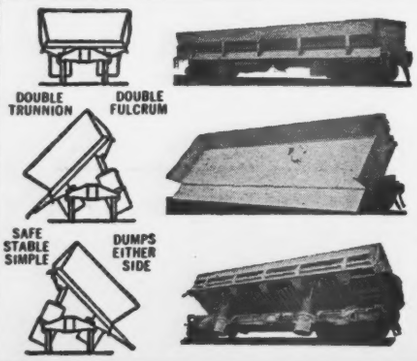

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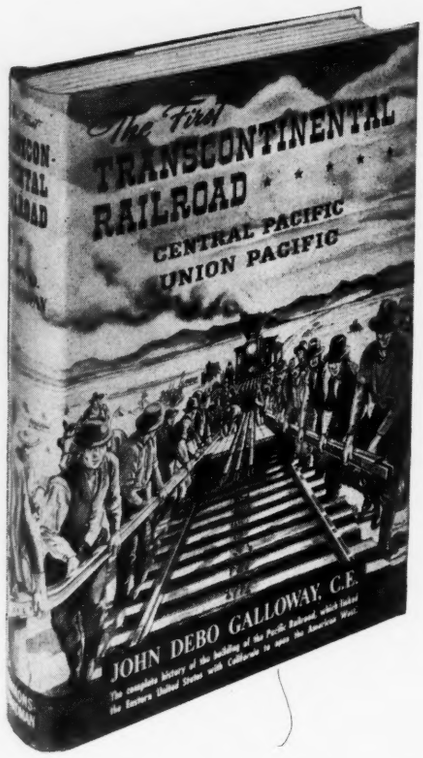

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